LE MANS

Grand·Prix

INTERNATIONAL

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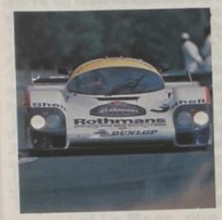

Last year they cruised in formation across the finishing line. This year there was a sprint to the chequered flag. Last hour — even last minute — dramas nearly cost the winning trio of Hurley Haywood, Al Holbert and Vern Schuppan their victory. Read what they thought about it.

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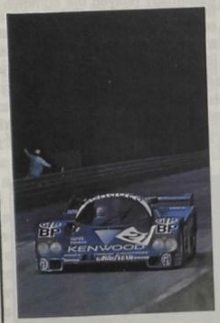

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The paddock in Le Mans

QUOTE OF THE WEEK

Oh dear, we all get a little tongue-tied after hours of staying awake at Le Mans, but our non-existant prize for the quote of the week goes to Alain Bertaut, chairman of the Le Mans stewards, who proclaimed at the prize-giving after the Le Mans 24 hours that *"progress was definitely going forward..."*. We were delighted to hear it!

BEAU DEREK

Last year, the House of Windsor at Witney came along to Le Mans to celebrate Derek Bell's win with a magnificent banner proclaiming support for him. Did it start an epidemic? This year, there was a fine banner and some great tee-shirts pledging support for Derek on the track after the race. The banner read 'Derek Bell, UK's No1 export', and the fellows wearing the tee-shirt had been just as thoughtful: there was 'Derek Bell, the 8th wonder of the world.' But best of all we liked 'Buy British, Porsche did.' Well done fellows, start thinking up some more for next year.

ESCAPED TIGA

One of the mysteries of the Le Mans 24 hours was why weren't such cars as the Cheetah, the Tiga (sounds like a zoo doesn't it) and the Nimrods absent, plus the second Grid and the works Lola. Some of these absences are easily attributed to money. The Nimrod team, for instance, has failed to raise funds despite Robin Hamilton's visit to the States. Lola, too, hadn't been able to raise money to run even last year's T610, even though 1982 works driver Guy Edwards was in the second Fitzpatrick 956. The second Grid wasn't ready unfortunately.

But the odd absentees were the Cheetah and the Tiga. The Cheetah, as we showed you in our last issue, was ready, yet never made it to Le Mans, while the Tiga had its engine fitted in February. However, we understand that plans to run Howden Ganley as second driver with Neil Crang had failed as Ganley had let his licence lapse and was having trouble getting another. Furthermore, we understand that there was also a problem with bodywork, for the car was tested without its bodywork at Goodwood earlier in the month. All the same, it was sad that these interesting cars were absent. Let's hope that they get to other races in the future.

SPARE DRIVERS

Le Mans isn't usually a race that is popular for drivers spectating, but among those that we saw were French rally ace Bernard Darniche, former BRM driver Bob Evans, and 1982 works Williams F1 driver Derek Daly (who had conveniently lost his voice). Evans had been hoping to drive, and Darniche has done the race in the past (in a Corvette) but Daly was visiting for the first time and finally there was Belgian saloon car ace Pierre Dieudonne, team managing the Rondeau effort.

A MATTER OF COURSE

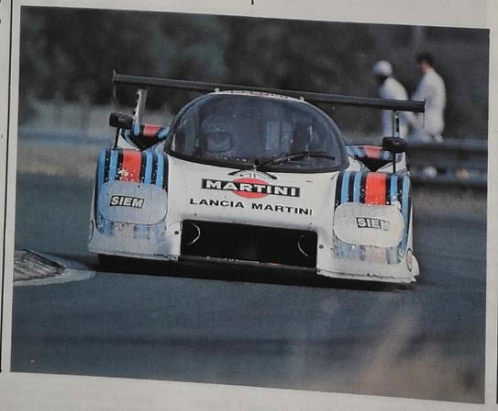
"I think it's essential to do some racing. It's like a pianist practising his scales." The man expressing this view isn't someone out of touch with modern motor racing but none other than top French rally star Jean-Claude Andruet who was called upon to join the Lancia team at the last minute. *"Racing is where you learn discipline. You have to study each corner, and analyse your movements as you turn into that corner. Each time I race again after being away for a while, I feel that I'm learning my job all over again,"* he continued.

He's taken part in the Le Mans 24 Hours on 16 occasions, two times less than the current active holder of the record, Claude Ballot-Léna but that doesn't mean he's about to give up racing. Like Lucien Bianchi, Gérard Larrousse and Vic Elford before him, he would very much like to be successful at both rallying and racing. *"I don't want to give up rallying, far from that, but I want to get back to learning about racing and being successful. When you spend a long time doing one side of the sport, whatever it is, you tend to lose determination."*

But should you ask Andruet which he would prefer to do, take part in the Le Mans 24 Hours or drive on the Tour de Corse, both in competitive cars, there's absolutely no doubt as to his reply: *"Corsica,"* he cries, *"there's no five kilometer straight there."*

RADIO 24 HOURS

Congratulations to the ACO for a real breakthrough in terms of communcation: the invention of Radio 24 Hours. This was a stereo radio station on 84 megaherz which essentially relayed the commentary to your car radio or any other ordinary radio receiver, so if you were driving home or to another part of the track, you could keep in touch with what was going on. And to introduce it, the ACO were kind enough to hand out to the press stereo headset receivers made by Speedtron. Well done ACO, great idea.



BRUN'S 956

After the enormous disappointment of having his Porsche turbo engined-Sehcar withdrawn, Walter Brun was somewhat happier to have secured an order for a Porsche 956, one of the cars originally destined for John Frankenheimer. Quite what his plans are for his Sehcars (Ford, Porsche and even the BMW version destroyed at the Nurburgring) we don't know, but one can be sure that Walter will be racing again soon. Incidently, although he was very blue with bruises, Walter did not, after all, break his arm at the Nurburgring as we said in our last issue: indeed, two weeks later he was racing at Brno.

WILSONS RETURN

It was good to see former F1 driver Desiré Wilson and her husband Allan at Le Mans. Desiré had fixed up a ride through Jurgen Barth in the Boss-sponsored 956 which she found *"fantastic, so easy to drive. They said it would have heavy steering but it's not that heavy, unlike some Formula One cars that I've driven. It's as though it's on rails. Every time I sat in the car I went two seconds a lap faster, although I think they were trying to hold me back."*

Desiré came to Le Mans before with Alain de Cadenet, but after an accident at the Porsche Curve during practice, she wasn't allowed to race. This time it was different. However, she had the unfortunate opportunity to be in the car when it suffered a misfire, doing one lap at a time in the night while different elements were changed in an effort to cure it. *"Unfortunately, they didn't understand me too well, and one time when I said 'cylinder' they started taking the wheels off. When I asked them why, they said that they thought I'd said it needed a new brake cylinder. After that, I wrote everything down!"* Her reward was an excellent seventh place.

Husband Allan was taking time off from organising the work on the temporarily still-born New York GP circuit which he confirmed would host the GP next year, providing the backers are still willing to continue their association and defer the start of the contract from 1983 to 1984, a contract due to run for 10 years.

A VOYAGE OF DISCOVERY

Four o'clock on a Saturday in June, and year after year they attack infinity. Since 1923, delicious fear weighs on the hearts of all, be it by the hundred thousand huddled along the legendary circuit or by the million in the flickering light of their drawing rooms.

This Saturday, June 18th at four in the afternoon *Grand Prix International* lived through an emotional high of great quality and intensity. There we were back in the place we knew and liked well enough to have worked there last year to create a special issue far from the well-beaten paths of Formula One; but this time we weren't just improvisatory sponsors of a stuttering Group C. Our inner conviction, deeply considered, was that we should be active participants in a great human adventure. We were now part and parcel of Le Mans, one cell among many, and ready to fight hard to perpetuate the glory of the race.

24 hours, 86,400 seconds, nearly a million heartbeats of hope: when the pace-car glided off to release those much-loved monsters of metal and plastic, we realized that Derek Warwick, one of the mighties of Formula One, would be handling his leather-covered wheel for the greater glory of *Grand Prix International*. Now we had our backs to the wall: we had chosen to cross the frontier, to pass from the contemplative and narrative into the world of direct action, where those who take part write real history with real laughter and real tears. It was done. There we were, bluntly exposed to the blinding light of those who make great voyages of exploration: exposed to pulsating, trembling and hoping for our own team, yet maintaining a detachment befitting us as members of the press and able to recapture in 96 pages, with the maximum objectivity, all the various facets of a great human and sporting event.

Making a passion come real often involves odd concatenations of circumstance, and ours was an odd saga. We sought to help, rather than destroy Group C. The public and those who took part in Group C nurtured our desire to add an extra dimension to our magazine this season by issuing five special numbers devoted exclusively to Endurance racing. There then arose an opportunity to associate our name, 'The elite motor sport magazine' to the Silverstone 1 000 kilometres, which became the *'Grand Prix International 1 000 kilometers.'* But miracles do not come singly: to our own special joy. On the eve of the official announcement of our association with the second race in the Group C World Championship, we bumped into Australian ace Alan Jones in the Marseille airport. Here was a former World Champion, and also the funniest and most piquant of our contributors, anxious to get back behind the wheel like ourselves. Alan was queuing up at a slow Air France check-in counter; like ourselves, he had to be in London Tuesday morning. That Monday, light was fading over that charming and heedless city as our plane was cancelled: without warning and without alternative. At the time, we railed against this momentary inefficiency on the part of France's flagship airline; now we are deeply grateful. For, in the little private aeroplane we had to charter from our own pocket, we spent the better part of the night germinating the idea that Alan might drive for us in the race which would bear our name.

There were just ten days left to mount the whole operation; they were spent in a frenzy of telephone calls all over Europe. A first giant step was made when the brothers Manfred and Erwin Kremer offered their brand new Porsche 956 to be painted in our livery and Stand 21 agreed to dress Alan Jones from head to toe to our specifications. On Sunday, May 8th, as the *Grand Prix International 1 000 kilometers* unfolded, our cherished child finished fifth, lovingly handled by Alan and our friend Vern Schuppan. Great was our euphoria and we allowed ourselves to dream: the Le Mans 24 hours was next on the calendar, and after all, why not? Once we'd got our foot in the stirrup, it would be a shame not to extend our knowledge of this new world. Then and there, we decided to take part in the most famous race in the world. Once again, the Kremer brothers were to be our comrades-in-arms; a completely new car built with their skilled hands, the CK5, was made available. And as back-up for Alan, Frank Jelinski, the Kremers' supercraftsman would team up with Patrick Gaillard; for Patrick, we hoped to be the beginning of new career, a way of bringing him back into the limelight.

Alan could not be with us: business, family, life itself prevailed over his enthusiasm and will-he, nill-he, he had to stay in Australia. It is but a postponement. But, despite the short notice, we did not panic. During the Canadian Grand Prix in Montreal, we offered the drive to Derek Warwick; a quick driver and a turbo specialist, we knew that Derek was attracted to Le Mans as moth to the flame. He accepted almost instantly, and the great voyage of exploration was about to begin. We were no longer writers or photographers, but pawns on a chessboard symbolic of a human adventure of epic proportions. The way the cars were prepared, the frenzy of the mechanics, the bonds created by working as a team, the birth of confidence and true friendship filled us with enthusiasm.

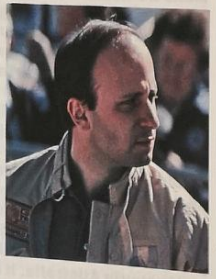
Thus, when shortly after ten o'clock that June night, Jean-Charles Laurens in the tongue of Molière and our colleague Bob Constanduros, in Shakespeare's, announced that the Porsche-Kremer CK5, number 22, bearing the colours of *Grand Prix International*, had been forced to retire, a weight of lead fell on our shoulders. Our trial had been brief, but we had made 'our great voyage of exploration' with full-hearted devotion. We were disappointed, yes; but not disabused. A race is a race, and taking part in it helped us to understand you better: drivers and teams who in sporting history have also had to retire. Now we know all, or nearly all, of what you must feel by way of hope and frustration. And we admire you. You can be sure that *GPI* will come back to Le Mans. Such an exacting race is worth a detour on the path of friendship between men and a retirement is not the last word on a great enterprise.

Michel - Alain König

These are models of the Cosworth-powered Arrows A6s that will carry the colours of Grand Prix International on July 16 at the British Grand Prix being run at Silverstone this year. Jackie Oliver sent us the pictures the day after Le Mans, and they show the two cars: N°29 which will be driven by Marc Surer as usual and co-sponsored by John Wood, and N°30, that of Thierry Boutsen which will also be sponsored by carpet manufacturers Louis de Poortere.
(photos: Works)

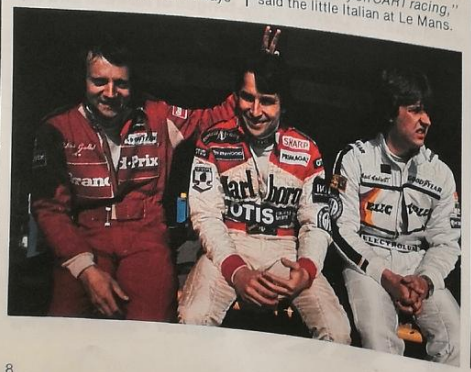
ALLIOT? WHO'S HE?

Philippe Alliot hasn't had a very successful first season in Formula Two driving the Martini F2 car — at least, not so far this year. That's why the French driver attached particular importance to his drive at Le Mans with the Andrettis, secured partially thanks to the French Porsche importers, Sonauto.
Despite a Saturday morning flare-up when Andretti tore Alliot off a strip for driving too fast and not conserving fuel, the former World Champion was full of paise for his French co-driver as the race neared its end. Interviewed by Jean-Charles Laurens, the official French commentator at the circuit, Andretti went so far as to say that he wouldn't mind driving with his son and Alliot again next year.
By now, he knew something he didn't before the race. A few days previously, Andretti Senior had phoned the Kremer brothers in Cologne to find out just who this Alliot fellow was. The Kremer brothers reassured him, but they also expressed their anxiety as to Mike Andretti, without hinting that he was anything more or less than his father's son. In both cases, neither doubt was justified, and third place resulted.



F1 FOR TEO

It seems likely that Teo Fabi will return to Grand Prix racing at the Italian Grand Prix later in the year. The little Italian driver, now CART racing, told us at Le Mans that he could be driving a March-BMW designed by Robin Herd at the Italian Grand Prix and again at Kyalami and even Brands Hatch if that second F1 race takes place. It could mean a regular seat next year, but if not *"I'll go back to the States and carry on CART racing,"* said the little Italian at Le Mans.



GREYING HAIR

Carlo Facetti must have thought the Gods were against him at Le Mans. It all started on Thursday when a steering arm on the Alba he was driving broke as he was doing around 180 mph on the Mulsanne straight. The car went spinning down the track, but fortunately didn't hit anything. Then on Saturday morning, he slipped over in his shower and badly bruised his shoulder and back. And while he was out on the track during the race, a turbo broke and exhaust gas nearly caused him to pass out. Luckily, he brought the car to a halt before doing so and was then able to get back to the pits, where he was given medical treatment. But all in all, it was a hairy weekend for poor old Carlo. No wonder his hair's going grey.

THE ONE THAT GOT AWAY

In a year when there were less than 55 starters, teams might have been spared the indignity of not qualifying. Sadly, this wasn't the case, but the only sufferer was the Harrier-Mazda due to be driven by David Palmer, Pierre Honegger and Roy Baker. After doing little night practice the first evening, a bolt fell out of the engine early on Thursday which resulted in its losing its oil and the car's subframe was badly bent during the tow back to the pits. Unfortunately, the necessary engine change wasn't completed in time for the final night session, and next day, this Group C Junior car was left out of the list of qualifiers as it hadn't completed sufficient night practice: a sad end to the week for the English team.

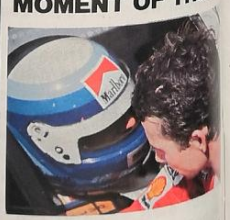
PORSCHE'S RECORD

This year's win for Porsche brought them a record, and close to another. The record was that no constructor has ever dominated the Le Mans 24 hours in the same way as Porsche in 1983. In 1963, Ferraris filled the first six places, but this year, Porsche products filled the first eight. It was also Porsche's eighth win at the Sarthe, which puts them within one win of the Ferrari record, which they will surely equal next year. The unfortunate thing is that Ferrari have a tool with which to fight back. There wasn't a single Prancing Horse on the circuit in 1983... a very sad state of affairs for one of the great names in racing.

CHAMPIONSHIPS CONTINUE

After the hard-fought first half of the season, the endurance championships now take a rest to everyone to recover from Le Mans before restarting in September. The first event is the Spa 1000 kilometers on September 4 while the next two World Endurance events are at Fuji in Japan on October 6 and the Kyalami Nine Hours in South Africa on December 3. However, there are also three European Endurance events planned, one at Brands Hatch and two in Italy at Mugello and Imola. The English event is planned for September 18 while the Italian events are on October 23 (Mugello) and October 16 (Imola).

MOMENT OF TRUTH



Bob Wollek was being interviewed on the French television station TF1 on Sunday morning around midday. In the background, the cameras were following the progress of his Marlboro-sponsored 956, at that time contesting third place. To Mr Wollek's astonishment, the Klaus Ludwig-driven 956 hopped out of line and slid off into the catch fencing. Wollek's initial reaction was *"that's it. It's all over finished."* Then watching the Porsche manœuvre forwards and backwards trying to get out of the catch fencing, he could only say *"he'll never do it, he'll never get out"* over and over again. When finally he did get out, Wollek cautioned his teammate about driving too fast with possible damage: *"it must be badly damaged. He mustn't drive too fast, he could lose the lot."* Ludwig appeared not to hear. He set off at breakneck speed back to the pits as Wollek wiped the sweat off his brow.

LAMMERS'S VERSION

To go off during the opening lap or two of a long distance race always seems to be a pointless and stupid thing to do. So we asked Jan Lammers just what happened when he got sideways under braking into Mulsanne corner on lap two.
First of all though, we'll tell you what we saw on the television. Lammers was on the left hand side of the track, the outside, and Ickx appeared not to have seen him, and forced him into the gravel at the side of the track. The car got sideways in a long slide and just touched Ickx's Porsche, whereupon they both went spinning.
Lammers's version is different: *"he pulled a long distance trick on me,"* said the spotty Lammers, suffering from chicken pox. *"We brake twice as early for corners at these races than we might in s print race for instance. But suddenly he braked twice as hard and I had nowhere to go. I wasn't even trying to overtake him, but I went down to the outside of him otherwise he might have turned into me and T-boned me if I'd gone down the inside. Then I just got on the loose began to spin, touched him and he spun too."*

ANDRUET AND BELL: CHALLENGE WINNERS

Jean-Claude Andruet and Derek Bell both picked up useful secondary prizes (in Bell's case) at Le Mans. The French rally star was the lucky recipient of the Challenge Monte Carlo - Le Mans which links the world famous rally and the classic 24 hour race. There weren't too many entries in this category - Andruet, Dany Snobeck, Jacques Almeras were among them, while Jurgen Barth was upset that he was not in the running this year having won it last year. However, despite retiring at Le Mans, the prize went to Andruet who finished fourth at Monte Carlo.
There were rather more competitors for the Le Mans-Silverstone challenge, this linking up the World Endurance races which are two of the most popular. There was little doubt that Britain's most popular endurance driver, Derek Bell, would win this as he won at Silverstone, and finished second at Le Mans. Well done Derek. Incidently, it was an expensive exercise: Silverstone endurance representative Pierre Aumonier had to pay £100 duty on the cup just to bring it into France!

LE MANS MODIFIED

There were one or two slight modifications to the Le Mans circuit this year, including a slightly safer pit wall. However, it was opposite the pits that the main modification had been made where the track had been widened to allow for an access road between the spectator terraces and the barrier. There was slightly less room on the terraces, and there was also a ditch between the terraces and the secondary spectator wall, perhaps in an effort to prevent the usual invasions of the circuit at the end of the race as in years past. This was partially effective in that there were a lot fewer people on the track at the end of the race, but those that did make the effort to jump into the ditch found heavy metal doors open through the secondary wall, making their invasion easy.

ALMOST ROBBED BY A MISSING DOOR

With two hours to go there was no doubt that a Rothmans Porsche 956 was going to win the 1983 Le Mans 24 Hours. In the lead was the support crew of two Americans (Al Holbert, Hurley Haywood) and an Australian (Vern Schuppan). Could they hold off the challenge from Jacky Ickx and Derek Bell, the race favourites for a third consecutive win? The issue was almost, but not quite, settled when the leaders suddenly lost a door at 200mph...

by Mike Doodson

There were not as many people spectating as usual at this year's Le Mans 24 Hours. The proportion of foreign visitors, especially German and British, seemed higher than ever, but the French stayed away in their tens of thousands. It would have been easy to have blamed the weather - cold enough on Saturday morning to require a sweater and jacket - but the matter is that the chances of a French victory looked extremely poor before the race, and were to become even more unlikely as the Ford-engined Rondeaus and Peugeot-engined WMs dropped out of contention.

By two o'clock on Sunday afternoon, however, the sun was high in the sky, warming the hardy fans as they waited for the finish. Excitement is hardly what they expected, for the two leading cars were both Rothmans-sponsored works Porsches and their closest rival was the private Kremer example of the Andretti family and Philippe Alliot, four full laps behind.
The two leading cars, however, were much closer. Officially, the number 3 car of Holbert/Haywood/Schuppan had completed 341 laps and its sister Rothmans car, driven by last year's winners Ickx and Bell, was two laps behind. There was a rumour that team boss Norbert Singer would radio his drivers to instruct them to 'hold station' in the possibility of both cars endangering their chances in a no-holds-barred dash to the finish. But with two laps, more than 27 kms, separating them - and only two scheduled refuelling stops per car to go - this hardly seemed necessary.

Nevertheless, there was a strong element of 'needle' in the little confrontation between the two crews of 'Rothmans boys'. Vern Schuppan, for reasons that remain discreetly veiled, has never been a keen fan of Derek Bell, while Hurley Haywood has always felt that his part in Porsche's 1977 Le Mans victory (which he shared with Jacky Ickx and Jurgen Barth) was never appreciated as fully as it might have been. This year both crews had been delayed in the pits by various mechanical setbacks, and now that their cars were healthy intended to race it out to the finish.
Just before two o'clock, however, it was neither the weather nor his personal feud with Bell that concerned Vern Schuppan in the leading car. *"I was going down the Mulsanne straight quite normally,"* he said, *"if you have got used to the idea that 200mph is normal. Suddenly there was a minor explosion - and the passenger's door had gone, leaving a gaping hole in the side of the car.*

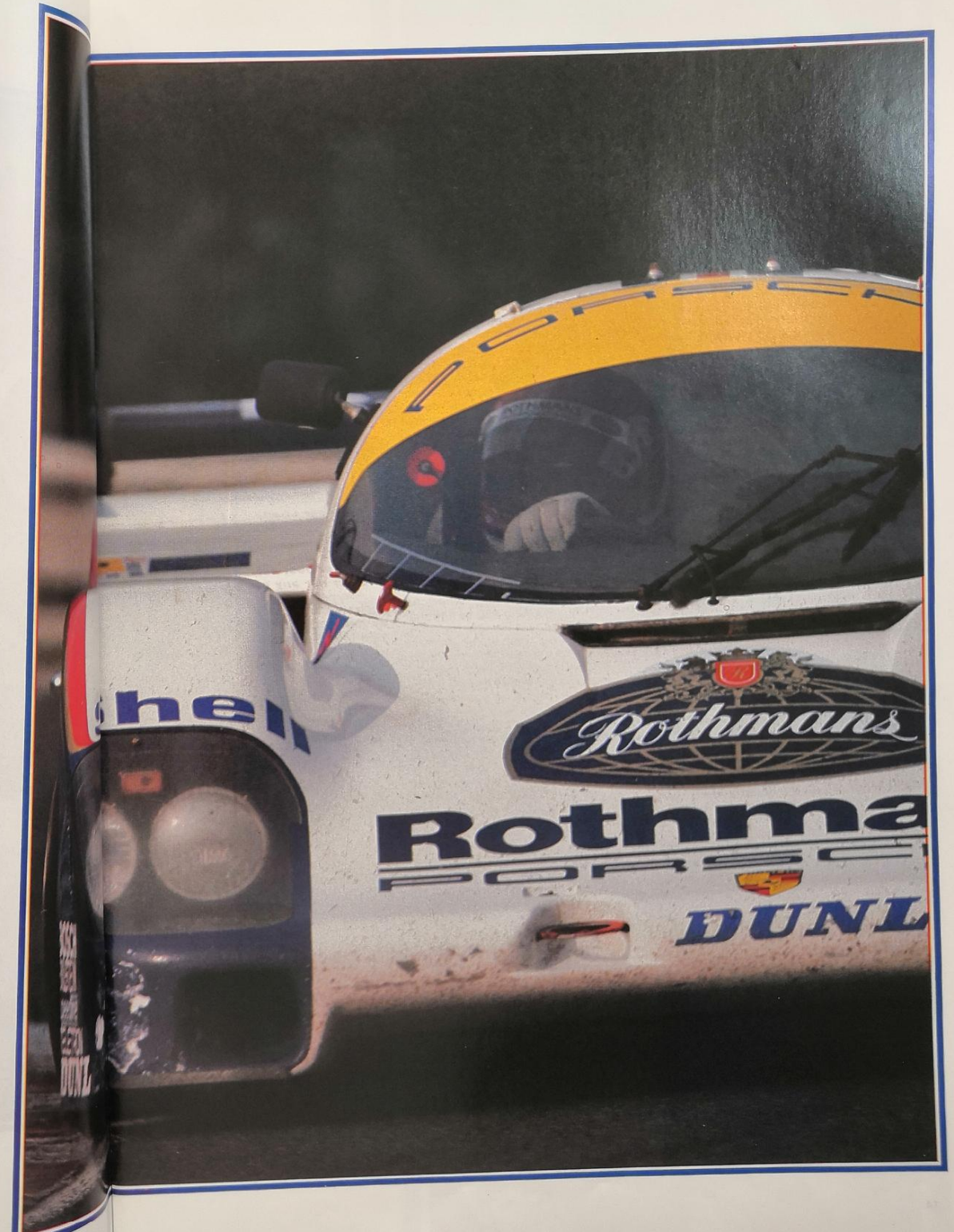
"At that moment I honestly that it was over for us. The stability of the car was seriously affected: you would expect that, because there would have to be something wrong with Porsche's design work if it didn't. But the main worry was that the air pressure was going to blow off all the bodywork behind the door. I figured that we would need at least 30 minutes in the pits to put it right - and that would have given the race to the other car.

"In fact I was able to keep up my lap times. I radioed to the pits and they told me to keep running until they'd got a new door prepared. I must have done about five laps without it, still lapping between 3m 35s and 3m 40s. I suppose that I could have run a little faster, but I knew that Ickx and Bell weren't running any quicker than us, so it all depended on how long it would take to fix the door in the pits."
Vern estimates that replacing door - which was fitted during the final scheduled refuelling stop - took about four minutes. The official timing sheet suggests it took only half that time, and by any standard it was a lightning effort. Al Holbert took over the car for its final stint, and in spite of the extra work the number 3 Rothmans Porsche was still two laps ahead as it started the final hour.

In the pits, however, the repair had been closely watched by the sharp-eyed technical experts of the Automobile Club de l'Ouest. After a short discussion they decided that the 'fix' didn't meet the Group C rules, which clearly require both doors to be openable from the outside of the car. *"Sorry,"* they told Herr Singer, *"but you'll have to bring your car into the pits again because you fixed the door by using rivets, and that's not allowed."*
Holbert was called on the radio and instructed to bring the car in for a second stop. This time the rivets were removed and the door was strapped in place, to the satisfaction of the scrutineers. And now the gap was down to less than one lap... With Holbert still at the wheel, however, victory looked safe enough. The second car, which had been taken over unexpectedly by Bell, was in trouble with cracked brake discs that reduced the braking power so seriously that Ickx didn't want to take the risk of doing a second stint after their final refuelling stop. Even if their car hadn't been in brake trouble, however, neither Ickx nor Bell would have been able to race too hard, for fear of using too much fuel and running out before the end. That would have been too much!
Clearly, this was going to be no grandstand finish. Surely the drama of Le Mans was over for the two surviving 956s of the factory team, for some people were beginning to walk away as the race entered its final quarter hour.

With three minutes left out of the 24 hours, Holbert accelerated out of the Ford chicane and on to the pit straight. As he did so, the entire main grandstand, with the Press stand above it, spotted the impossible. A big puff of white smoke was blown out of the Porsche's exhaust pipes on the left side of the car. It looked serious, and with a long 13.5 km last lap ahead of it the Porsche, we guessed, might expire on its very last lap after 369 laps and 5 000 kms of racing.
Did the driver know what had happened? *"You bet I did!"* said Holbert later as he relaxed with his colleagues at last in the peace and quiet of the Moët et Chandon enclosure. *"I smelt steam - and I immediately guessed that a radiator or something must have been damaged when the door flew off."*

It's not possible to say what kept the Porsche flat-six in one piece around that last lap. Holbert, a quiet and devout Christian, no doubt communicated with the Almighty. He drove as slowly as he dared, ready at any instant to knock the Porsche out of gear and hope to coast across the line. The sight of the flag marshals revol-



A door flew off during the 22nd hour and right at the end, puffs of smoke were coming from the exhausts: there was plenty of tension involved in those final laps, but in the end, the three-some beat the duo.
(photo: B. Asset; preceding double

ving their flags like windmills as he came into the Ford chicane for the last time was a relief after the longest, loneliest lap of the race. And as Porsche engineers confirmed later, that engine would not have travelled more than two kilometres further...

It would be too easy to say that this Le Mans would have been different if Ickx and Bell in the second placed works 956 hadn't had some unforeseen troubles. The Ickx/Bell car might have won, of course, if Ickx hadn't been hit from behind and slightly damaged in a lap two collision with the Canon-sponsored Porsche 956 of Jan Lammers which cost two minutes. If Bell hadn't been stranded by the roadside at dawn with electrical troubles he wouldn't have lost six laps. But luck is an inevitable part of the Le Mans equation, and both Derek and Jacky have benefited from it in the past.

Bad luck struck all three Rothmans crews this year, and the third factory 956 - driven by Jochen Mass and Stefan Bellof - was

the least fortunate, finally retiring with engine trouble after 20 hours. Most of that time was spent trying to overcome the huge handicap of an electronic problem which left them with only five of the engine's six cylinders working.

Changed now into clean Rothmans shirts, the three winners waited patiently in the ACO's 'Welcome' building to be called up to receive their prizes. Tired but happy, they sat on the floor of the foyer as race officials made speeches. At one stage all three had closed their eyes and looked as though they would sleep forever.

Hurley Haywood, 35 year old garage proprietor from Florida, put his feelings into elegant words. *"Every year (since 1977) that I've been here I've raced a factory Porsche, and every time it's been a terrific opportunity. But this is far and away the best race car I've ever driven, even compared with last year's 956. The car this year feels completely different. It's lighter on the steering and more driveable - and when a car's more driveable it's easier to go fast.*

"I feel, well, spoiled rotten just to be with Porsche. With Rothmans to help them, these people are so organised, starting with the preparation of the car right through to the well-being of the drivers. Did you realise that we have an Olympic doctor and a masseur, just to make sure we're in perfect condition?"

For Al Holbert, 37, it was the ultimate, a dream that went back to his childhood. More than 20 years ago, in 1961, his father Bob had come to Le Mans as a works Porsche driver. Bob Holbert's name carries great respect in the USA, where he was a top road racing driver for many years. Even today, Bob accompanies his son to races as timekeeper and lap scorer.

Father and son run a large Porsche/Audi/VW agency in Warrington, Pennsylvania, so Al is a road racer at heart. *"For me,"* he said, *"this is the ultimate race in the world even against Indianapolis. The significant thing about Le Mans is that everyone, not just the crowds but also the Press, regards victory here as a real feat. We were just completely overwhelmed by the warmth of the reception which we got throughout the weekend and on the victory stand afterwards."*

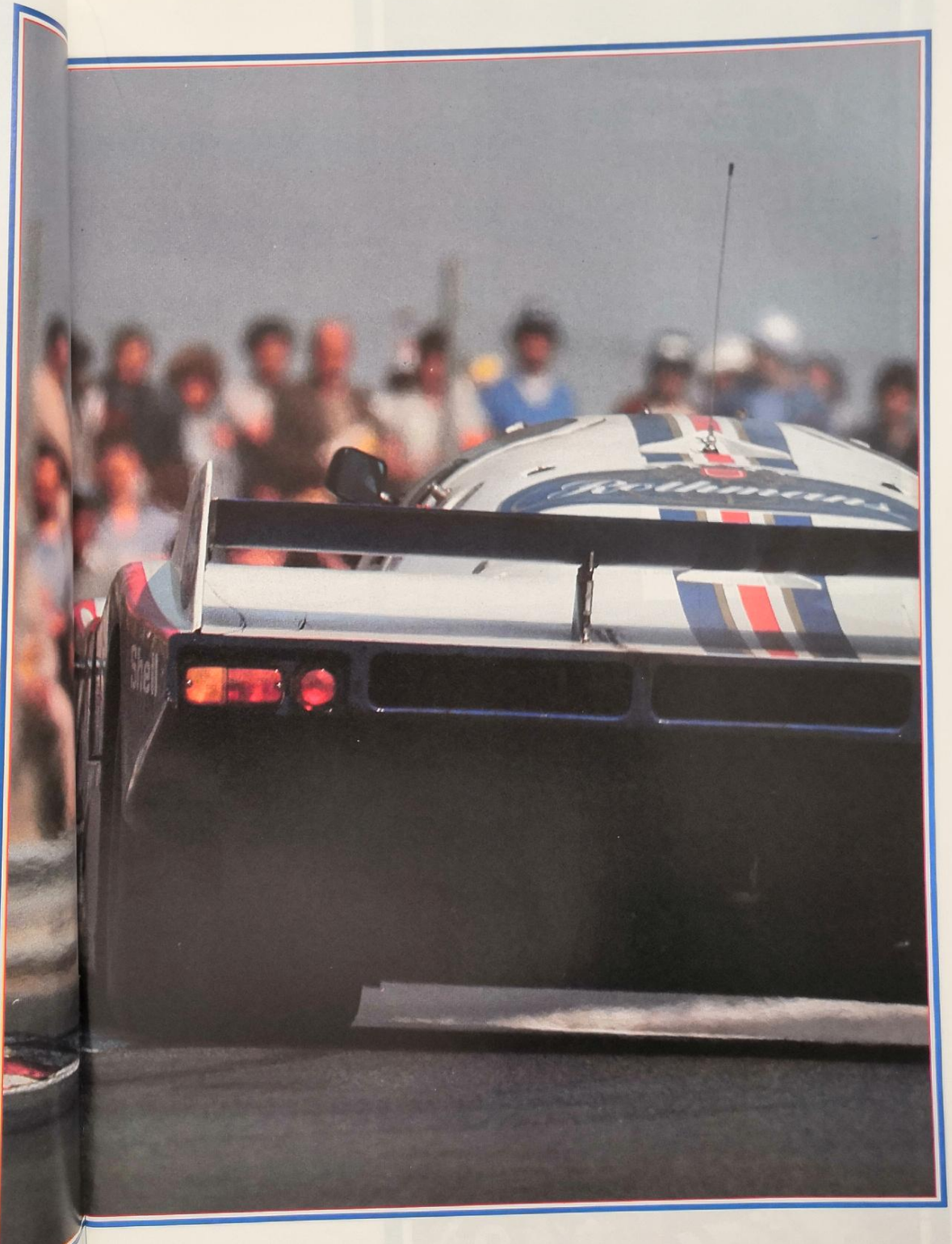
For Vern Schuppan, too, it was almost overwhelming. At 40 the Australian is the senior driver of the three, and after several years living in Phoenix, Arizona, he's moved back to England. He also has a home in his native Australia, and although he's given up racing Indy cars on the big ovals in the USA he's still a regular competitor in Europe and Japan, where he races a private Porsche 956 in national events for the Japanese Porsche importer. *"The first time that I came to Le Mans, in 1973, I landed on my head at Tertre Rouge with a Mirage at one o'clock in the morning. I immediately asked myself what I was doing here - and every year at about the same time of day here I ask myself more or less the same question as I go down the Mulsanne straight at some crazy speed. But I still enjoy doing races like the one at Silverstone, where I teamed up in the Kremer 956 this year with my old mate Jonesy. I feel that if I can get 10 or 12 races a year in reasonably good equipment, then it's rather foolish to throw away all this experience."*

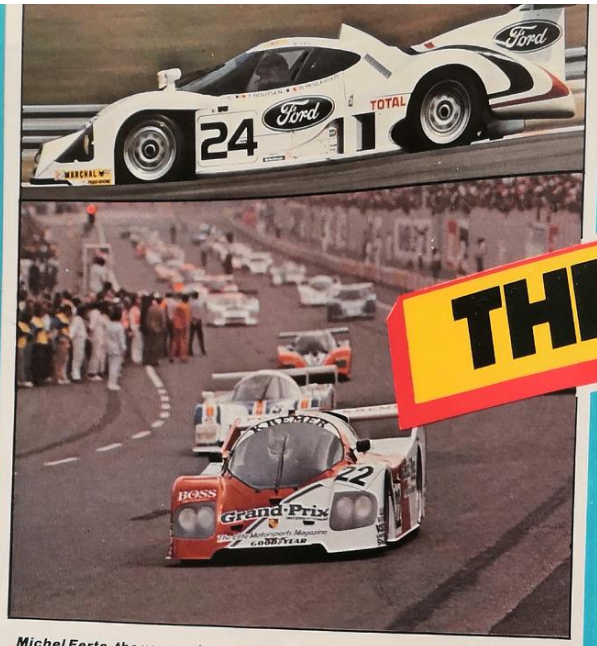
Perhaps, though, we'd better let Al Holbert have a few clairvoyant words on a great success. *"My son, Todd, is a terrific race fan, just like I was when I was eight years old. He knows Hurley as a pretty good driver, because we compete against each other in the IMSA races back home. But just before I left home to come here Todd said he had a feeling about the race. 'Hey, Dad, I guess you've got a good chance of winning this one, but I'm not sure about that Australian guy who's running with you,' he said. 'You mean Vern?' I replied; 'but he's pretty good.' And that seemed to satisfy him."*

Will the three of them come back to Le Mans? *"Yes, of course."* says Schuppan, *"if I get the right car again"*. Says Haywood: *"Yes, indeed. If you've won once, you want to try it again."*

And Al Holbert? *"Try to stop me! I hope that won't be necessary, though, because I've noticed one thing about Le Mans, and that is that winning here seems to ass... you of a repeat invitatio...*

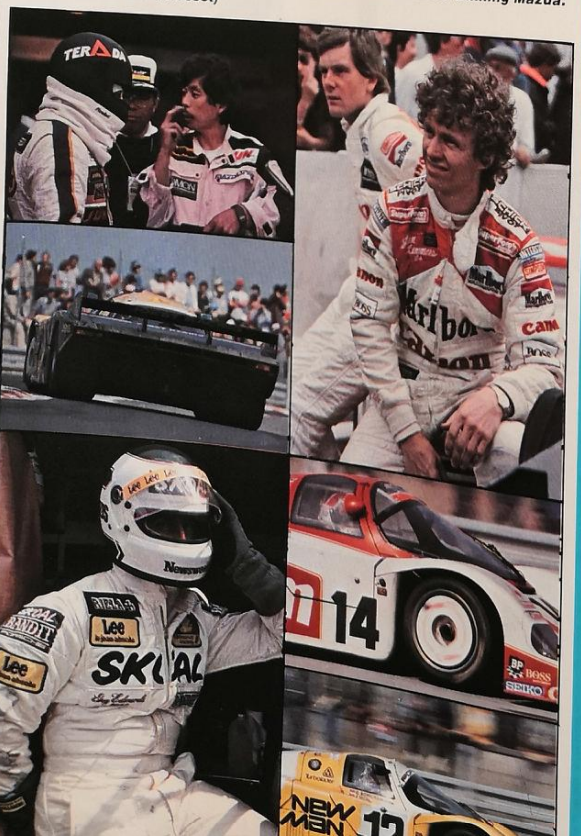
It was unlikely that Porsche would be beaten at Le Mans but would it be a works car or one of the customer versions? As it turned out, neither Jöst nor Kremer nor any of the other customers could do much about the Rothmans works team: it was strictly an inter-team tussle as to who would win. (photo: DPPI)



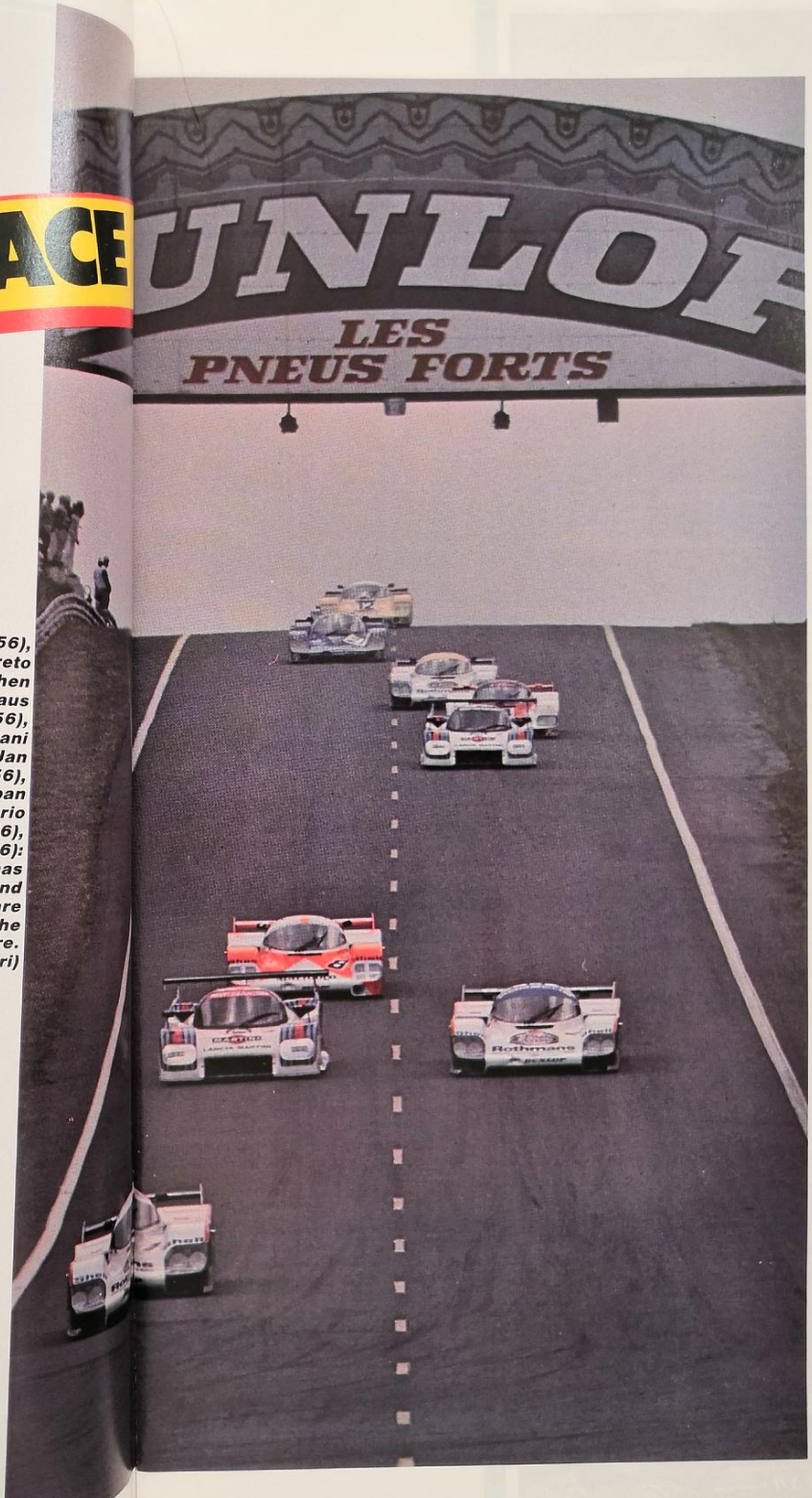


THE RACE

Michel Ferte, the young winner of the Monaco F 3 race drove Ford-Rondeau M482 (24) and the GPI-supported Porsche-Kremer CK 5 of Derek Warwick, seen on the warm-up lap; neither finished. On the other hand, Jan Lammers raced hard in the Canon Porsche (14), Guy Edwards in the Skoal Bandit (16) and the second Jöst Porsche (12) all went to the end, as did Terada in the C Junior winning Mazda. (photos: DPPI and B. Asset)



Jacky Ickx (956), Michele Alboreto (Lancia), Jochen Mass (956), Klaus Ludwig (956), Piercarlo Ghinzani (Lancia), Jan Lammers (956), Vern Schuppan (956), Mario Andretti (956), Volkert Merl (956): the 24 hours has begun and Porsche are already to the fore. (photo: E. de Barri)



Eight cars of the same manufacture and model in the first eight places: one make had never dominated the Le Mans 24 hours as did Porsche in 1983. And from the fact that two works Porsches out of the three entered led this steamroller across the line, one might think that Porsche killed all interest in the 51st running of the classic 24 hour event in the Sarthe. This would be wrong and unfair, the sort of superficial remark one might hear, champagne glass in hand, is one of various social or trade clubs in the Village at the 24 hours circuit.

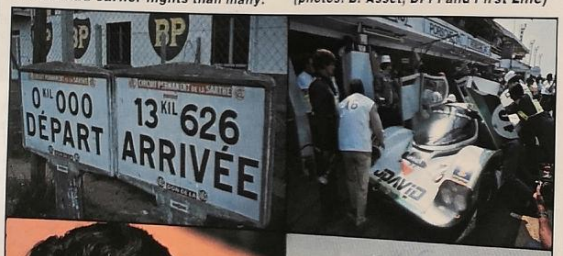
Fair enough, Porsche's win was never really in doubt, and the factory had no real rival but then there were some noticeable points in the race that really saved it from becoming boring: the climb up through the field of Ickx and Bell followed by the late race duel between that car and the sister car of Schuppan, Haywood and Holbert; Lancia's vain attempt to rival the German cars; the drawn-out death throes of the Rondeau team; the fascinating struggle between the well-driven private 956s; the dogged determination of the WM and Cougar teams; the surprising performance of the BMW-engined Sauber; and the unmistakable engine note of the British-based Mazdas. No way was Le Mans 1983 boring.

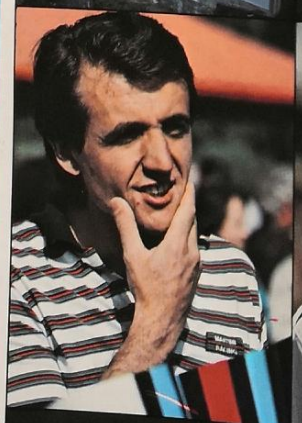
This year, the entry was good as Alain Bertaut, chairman of the stewards, remarked during his annual press conference. There were 39 Group C cars and 52 cars would start the race. That's a figure totally out of proportion with the meagre fields for the Monza and Nüburgring races, and to a lesser degree for the well-supported Silverstone 1 000 kms. And yet there were still some cars that didn't make it to Le Mans: the Chevrolet-powered Tiga for Crang and Ganley, the Ford-Cheetah of Kessel, Ferrier, Vetsch, the Porsche-powered GRID which Emilio de Villota was down to drive and even NART's Ferrari which was sorely missed by the Le Mans regulars.

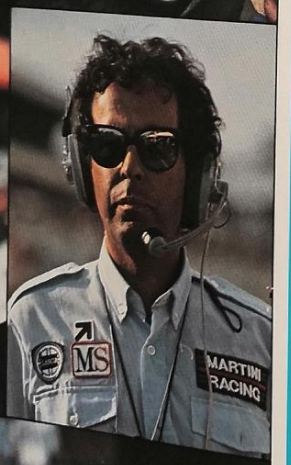
Tom Sneva, the 1983 Indy winner was noticeable by his absence, as was Gabbiani whose enthusiasm for Le Mans isn't enormous. However, as well as the famous names such as Ickx, Bell, and the Andrettis, there were lesser known drivers whose experience is no less worth while: Eliseo Salazar, Tiff Needell, Desiré Wilson, Bernard de Dryver, François Migault, Jean-Claude Andretti, Marc Duez, Klaus Ludwig, Hurley Haywood, Paulo Barilla, Pascal Fabre, Didier Theys, Michel Ferte, Joel Gouhier and Alain Couderc, etc.

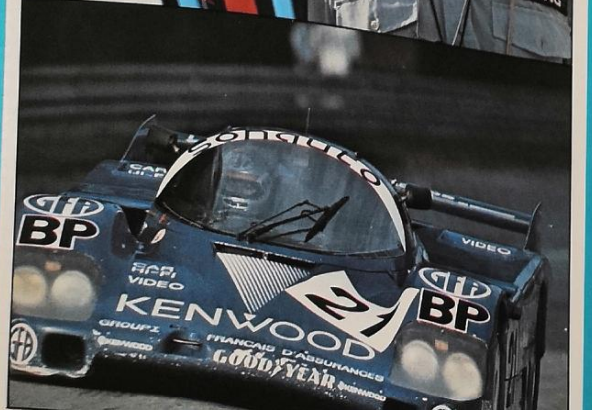
In terms of machinery, there were lots of cars not normally seen in World Championship races. For a start, there was a third works 956 driven by Schuppan, Haywood and Holbert while Preston Henn's 956 had a new crew comprising the owner, Jean-Louis Schlesser and Claude Ballot-Lena. The second John Fitzpatrick Racing 956 had been rented to Edwards and Keegan while Mario Andretti, Michael Andretti and Philippe Alliot took over the Kremer 956 seen in *GPI* colours at Silverstone. Then there was a second Mazda 717 C, no less than seven Rondeaus, three Lancias as expected, two WMs, a single Cougar, the Jöst-run 936 C driven by the Martin brothers, the Ford-powered Cooke Racing Lola and the BMW-engined Sauber. And just in case you missed reading it elsew-

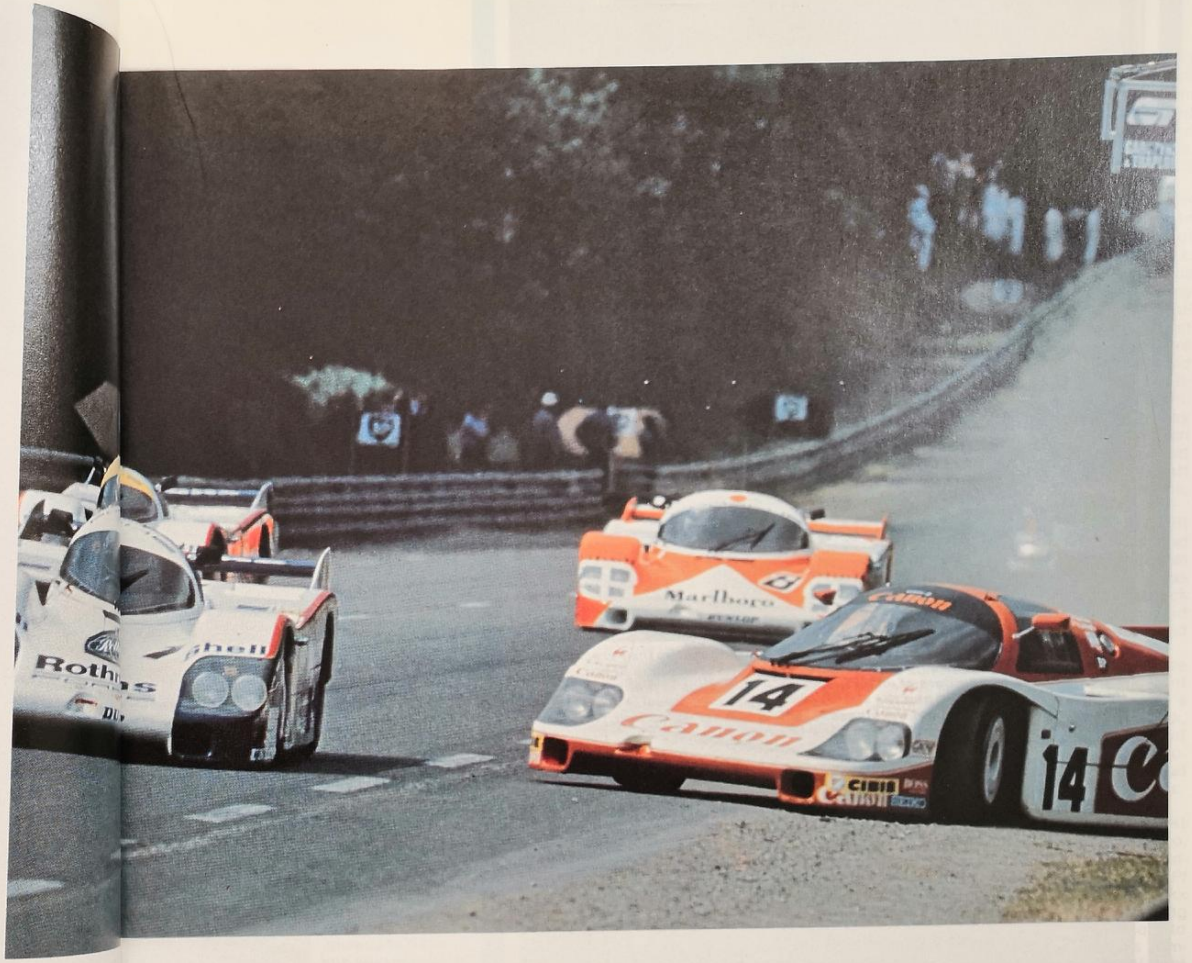
Bob Wollek, Klaus Ludwig and Stefan Johansson, the latter seen through a fish-eye, tried very hard, waiting for the board to say four o' clock: Finish! When it did, the Andrettis in No.21 were well-placed, even if father Mario was showing signs of fatigue under that famous silver helmet. The number one crew at John Fitzpatrick Racing worked hard, going on to the Edwards car when the boss retired, but all they could do at Lancia was to looked concerned: Piercarlo Ghinzani and Cesare Fiorio had earlier nights than many. (photos: B. Asset, DPPI and First Line)











Lap two, the photograph. On the second lap, under braking, Jan Lammers found himself on the rough at the side of the track. He slid sideways and his car touched that of Jacky Ickx, sending that into a spin too, much to the considerable surprise of Klaus Ludwig and Vern Schuppan who were following. (photo: DPPI)

here, Alan Jones couldn't make it to Le Mans and was replaced by Derek Warwick in the *Grand Prix International* Porsche Kremer CK5.

All in all then, it was a fine entry, but the omni-presence of so many Porsche 956s left almost no doubt as to which cars would take the chequered flag at the end of the 24 hours. Practice confirmed this suspicion. No one doubted that Cesare Fiorio, competitions manager of Lancia, would at least try and get his cars onto the front row, doubting that they would actually last the race distance given the various development problems which couldn't be cured until after the race. With drivers of the calibre of Michele Alboreto and Teo Fabi, he certainly wouldn't appear to be without the means with which to annex pole. Porsche were no doubt conscious of this, but instead of calling on their young lion, Stefan Bellof, to confirm his undoubted talent on a circuit he hadn't seen before, they went for experience in the form of Jacky Ickx whose six wins at Le Mans obviously count for more than just promises. Or was it that the young German was paying his penance for his Nürburgring accident? Whatever, Stefan was certainly relaxed and perhaps even a little withdrawn during the Le Mans week, which isn't such a bad thing.

At Le Mans, as with any other endurance race, the times set in practice are often only indicative of what a team is capable of, but is unlikely to do during the race. At Le Mans, in terms of the race, those times mean nothing, but then there is a lot of prestige to be gained from starting on the front row, particularly for the 24 hour classic. No one was going to risk a lot, but an Ickx - Alboreto duel was certainly on the cards, while there were also the interesting 956 battles, and whether Rondeau would put in a good performance.

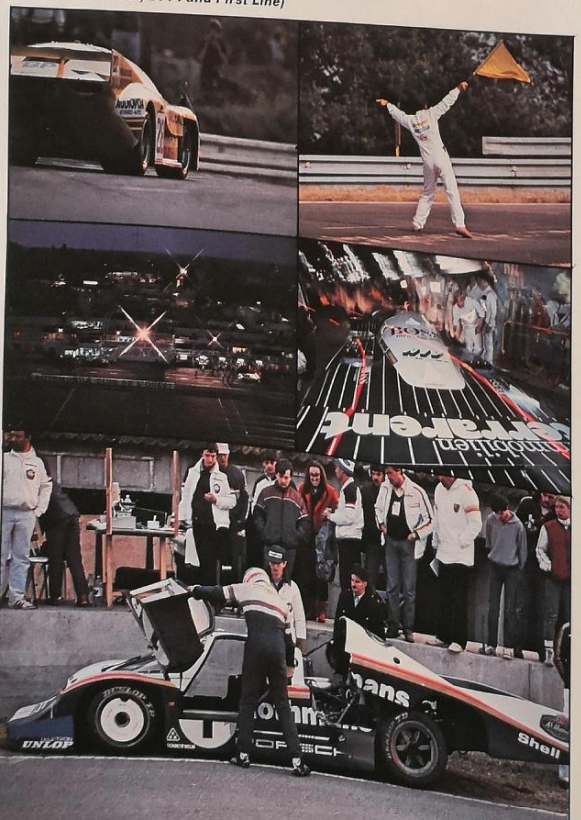
Jacky Ickx at Le Mans certainly equalled the feat of Stefan Bellof at Silverstone or at the Nürburgring. The six time winner set a time on Wednesday evening which left his rivals and even his own teammates far behind: 3m16.56s, four and a half seconds better than Mass, who'd set second fastest time, and five seconds faster than the quickest Lancia of Ghinzani as Alboreto hadn't yet driven.

There's no doubt that Jacky had a qualifying engine fitted: you only had to look at the next day's time to realise that. Almost certainly, it was fitted with bigger turbos, and of course, he had the best of Dunlop's qualifying tyres. But ask other drivers who were out there at the same time and they'll tell you that the man himself had more than a little to do with that phenomenal time: going late into corners, accelerating hard out of them and driving like an ace should. All in all, however, his margin over the next quickest car was no more than Bellof's at Silverstone or Nürburgring. However, spectators wouldn't have understood if Jacky hadn't set fastest time at Le Mans. On that plesant evening, Jacky Ickx made a point of reminding those who had taken his comment that *"I'm now on a downward trail"* too literally. The man has a lot of experience, and a lot of determination still.

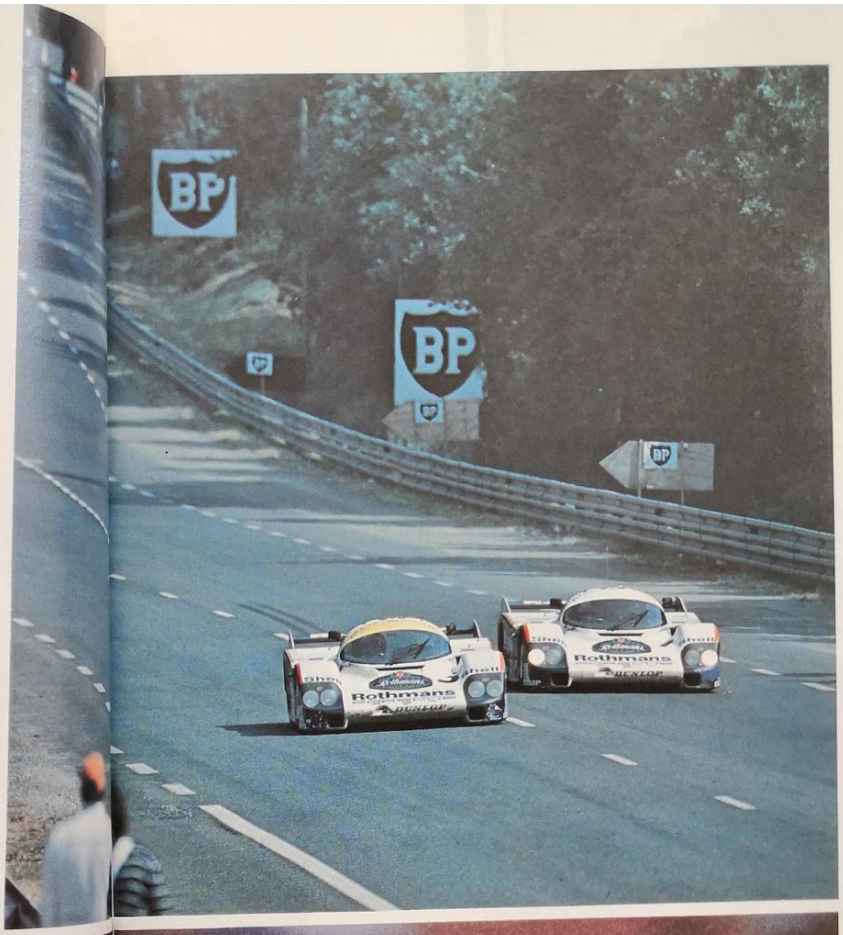
After Jacky's time on Wednesday evening, the ball was now firmly in Lancia's court as neither Jacky nor his colleagues showed the remotest interest in a grid time as now race engines were fitted and race strategy was being planned. And as teams went through the throes of working out fuel consumption and the ideal engine set-up, everyone waited for Lancia's reply to that time, and it wasn't in vain.

Shortly after 9.30 that evening, Alboreto went out, his Lancia fitted with Dunlop qualifiers and the turbo boost turned up.

Derek Warwick did some proof reading while his teammate lit up the Porsche CK 5 turbos, Jacky Ickx looks defeated, despite those bright, determined eyes, and a marshal warns competitors of oil on the track: it's Le Mans at night, a legend of its own. A Rothmans 956 and the similar Obermeier car, refuel, Ford-Rondeau Nº.28 was soon to retire, but the biggest problem was for Derek Bell, who had to replace the electronic injection command box himself. (photo: B. Asset, DPPI and First Line)



Porsche 956 Nº 3 of Schuppan, Haywood and Holbert beside that of Bell and Ickx: symbolic of how the race was fought out during the final hours. (photo: B. Asset)



Daybreak, and the Marlboro Porsche 956 of Ludwig, Johansson and Wollek continues to be the only challenger of the works Rothmans Porsches. (photo: B. Asset)

Michele had scarcely begun his first flying lap when he was held up by a slower car in the Dunlop Curve. He was timed at 3m 20.79s during his second lap which put him on the first row, pushing Mass and Bellof back to the second. All the same, the Lancia driver was some way off Ickx's best.

Klaus Ludwig was fastest of the privateer Porsche 956s, followed by teammate Johansson, Palmer and Andretti, but seven seconds slower than Jacky Ickx. Fastest of the normally aspirated cars was the Aston Martin-Nimrod driven by Ray Mallock, for the Rondeaus weren't at all competitive. Boutsen set their fastest time in 3m 36.06s but the engines were already losing power, ground effect held the cars up on the straight, and confidence was lacking in the French team. Admittedly, the drivers said that they weren't looking to set a time, while Jean Rondeau's trump card would be played at the end of the race when he would be left with enough petrol to remain competitive, unlike, he thought, the Porsches.

Stuck, whose Sehcar was still being built in the paddock between sessions, had part of the rear transmission break on him and after an accident, decided that it was crazy to race, so the Sehcar was sent back to Switzerland leaving Stuck, Grohs and Brun without a drive although the car had qualified on the 17th row.

The sun was shining although there were clouds in the sky when the cars went round on their warming up lap. Dorchy's WM remained in the pits with an oil leak, but started only a lap behind. Even at that time, however, there was a chill wind blowing through the pits, which no doubt had something to do with the number of cracked brake discs during the race.

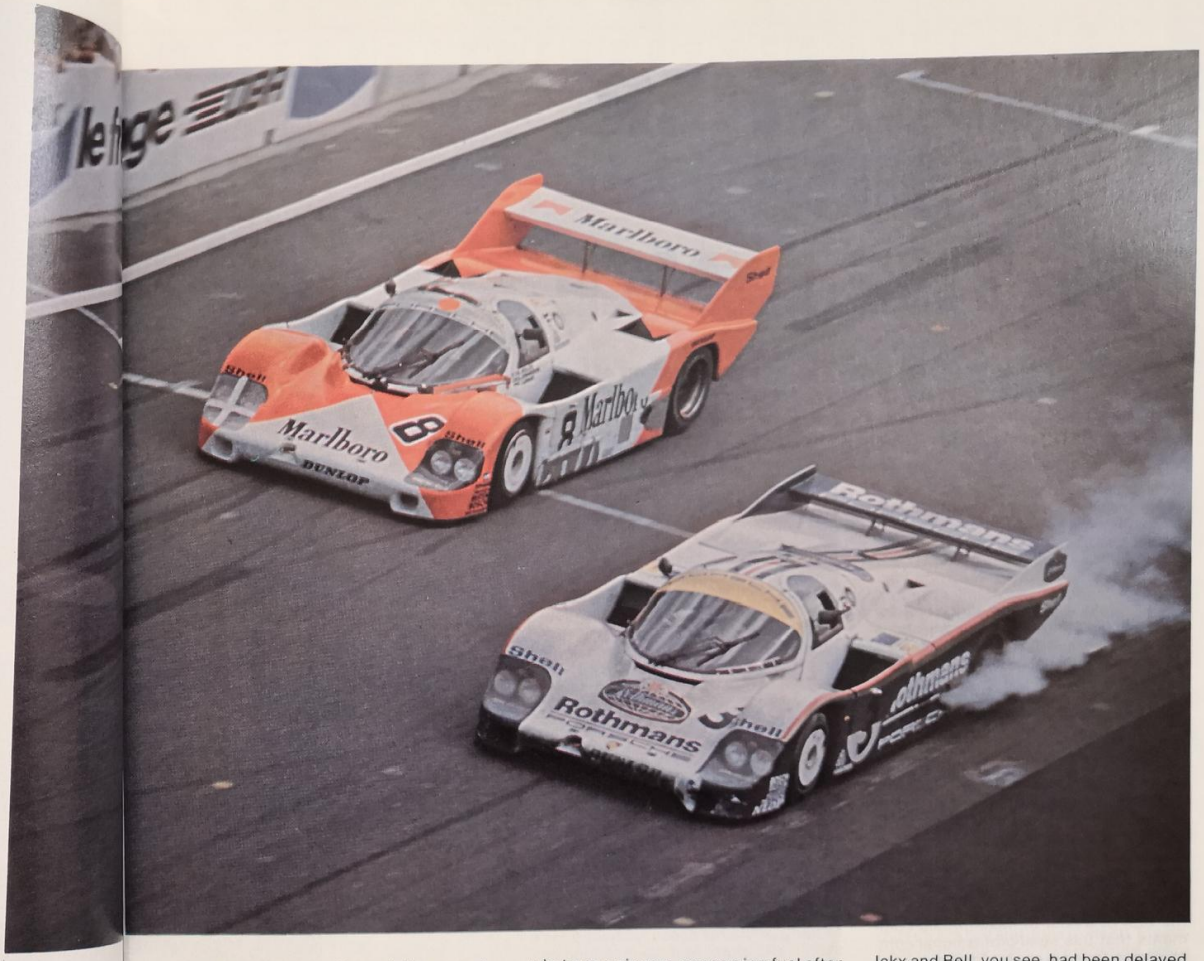
Mass was leading at the end of the first lap from Ickx, Ludwig, Lammers, Alboreto, Schuppan, Merl, Andretti, Ghinzani, Nannini, Plankenhorn, Warwick in the *GPI* CK5, Edwards, Streiff and Mallock. Ickx had started carefully as is his way, leaving Mass to be the hare for the others to chase. Amongst those others was Lammers, who suddenly found himself right up behind Ickx's car going into Mulsanne, and both cars spun. As so often happens in a case like this, there were two different versions of what happened.

This is Lammers: *"he pulled a long distance trick on me. We brake twice as early in long distance racing as we do in a sprint race for example. But suddenly he braked twice as hard and I had nowhere to go. I wasn't even trying to overtake but I had to decide whether to try the inside, where he might T-bone me as he turned into the corner, or the outside. I chose the latter, but I got sideways on the loose, slid sideways and just touched him which sent him spinning.*

Ickx's version goes like this: *"Lammers was trying to brake at the same time as me, but his brakes aren't as good as mine. It was just a mistake. But I must say that but for his skill, it would have been much worse. He managed not to thump me up the rear, which was extremely important. It was only a slight bump as it was, and I was left sideways across the track without any real damage."* That was just as well for Lammers who no doubt would have been blamed for the accident if both cars had been eliminated.

However, as it was, the little Dutchman →

The Jöst Racing Porsche 936C approaches the Mulsanne corner while there are technical problems on a Porsche 930, a Mazda shows the aerodynamics of its rear end, while Peter Sauber's creation shows its front: there's plenty to see at Le Mans. Jacky Ickx and Derek Bell in Porsche 956 N°. 1 didn't win this time, and Bob Wollek would have liked to have done but after Klaus Ludwig's accident, the Jöst 956 finished only sixth.
(photos: B. Asset, DPPI, First Line and E. de Barri)



Last lap: A Holbert takes the Rothmans Porsche 956 across the line for the last time, and a telling puff of smoke emits from the left hand exhaust. Holbert knows what's wrong: he can smell the steam. But he keeps going, and finishes. One more lap and victory might have again gone to Derek Bell and Jacky Ickx. Note the high downforce tail on the Marlboro Porsche 956 incidently. It had to be fitted after Klaus Ludwig left the road in the car.
(photo: DPPI)

had accidently enlivened the race by delaying the fancied Ickx-Bell pairing. After just a few kilometers, Ickx found himself in very much the challenging position, having a lot of time and places to make up. After a brief pit stop, he returned to the track in 43rd place, more than a lap behind Mass and Schuppan who were leading, followed by Alboreto at a respectable distance. The Lancia team had no illusions that they were no more than underdogs in this race and weren't too confident of their chances, simply being content to try and keep any Porsche in sight.

With his headlights blazing, Ickx was soon scything his way through the field, being ninth at the end of the first hour, while Bell brought the car up to fifth during the second. N° 1 Porsche unlapped itself during the third hour and picked up another place, so the three works Rothmans Porsches now found themselves in the first three places. At that time, the Rondeau team had already lost one car, that of Streiff and Jaussaud (oil leak) and Lancia had lost Alboreto and Fabi with a jammed gearbox. When the Mass - Bellof car came in to have a headlight cover replaced during the seventh hour, Schuppan, Haywood and Holbert took the lead. Ickx and Bell were happy to sit back and watch what was going on, conserving fuel after their uneconomical climb up through the field.

A Porsche win seemed ever more likely when Alain Ferté pulled off the Mulsanne Straight with a broken engine and the Ghinzani Lancia was in only 25th place with both brake and accelerator trouble. He retired later in the night with a fuel feed problem, soon followed by teammates Andruet, Barilla and Nannini (engine) and the final Rondeau of Pescarolo and Boutsen (also engine). When the sun rose on Sunday morning, the Rondeau and Lancia pits were empty.

If it was any consolation, the Porsche club had shrunk by one when Fitzpatrick, Hobbs and Quester had to retire, while Mass and Bellof were down in eighth position, delayed by faulty electrics. Unless there was some kind of incident or surprise, victory would surely go to either the Schuppan, Haywood and Holbert 956, or that of Ickx and Bell, at that time a lap apart. Le Mans has never been lucky for Jochen Mass, and he doesn't like it much anyway, but this year was no different: less than three hours from the end, he pulled off with a blown head gasket. The Kremer 956 of the Andrettis and Alliot had to let Ickx and Bell up to second place as it was limited by fuel at that time.

Ickx and Bell, you see, had been delayed at five in the morning when just after he'd taken the lead, Bell stopped at Mulsanne when the injection command box packed up. Bell managed to replace it with a spare and returned to the pits, but the star pairing had lost four laps. From then on, they'd closed on the leading trio little by little, Ickx taking fastest lap (previously held by Mass since the fourth lap) on his way to catching and overtaking the Andrettis, and closing even more on his teammates. But the leaders seemed to have the situation well under control when suddenly Schuppan lost the door at high speed and fitting a new one twice cost them two laps. After 24 hours of racing, the two Americans and the Australian crossed the line 1m 05s ahead of their teammates. That collision on lap two had cost Ickx and Bell dearly.

Ickx didn't seem unhappy about losing a seventh win at Le Mans, repeating over and over again that he'd enjoyed himself. Anyway, there's no reason why he shouldn't win again some other year. And he does admit that Lady Luck has shone on him many times; and you can't always be lucky.

Xavier Chimits

THE OTHER SIDE OF THE FENCE

The perpetual noise of the cars, the endless bawling of loudspeakers and the continual slow saunter: there are some things that never stop. They're always there as they stroll, - where? I don't know - kicking up the dust. This is Le Mans on the other side of the fence, with the spectators, daydreaming, walking.

by William Booley

If there was a popularity poll for shoes, trainers and gymn shoes would win hands down. Thousands of them taking a step every second, stirring up the dust that has some eyes watering and noses sneezing. Everyone is walking, everywhere and nowhere. Who are they, these bearded, spectacled, mustachioed, made-up, plain faces in this procession which has no beginning and no end? They're you and I, come to watch a motor race. Just one of a huge, big crowd. When they stop, I stop. When they go, so do I.

"That's it, it's all over for Jacky Ickx." The inevitable know-it-all, jumping to conclusions, watches Jacky Ickx slowly returning to pits. The race has just started. It's the first of a host of misinformed comments that this semi-professional commentator, found in any bar throughout the world, will make during the next 24 hours. It's his way of enjoying himself.

And here's a lady with a real problem. She's right beside the fence at Arnage, they're three or four deep there in the early stages, but she's not really watching the race. Her canvas bag isn't comfortable, and she can't decide where to put it. It's slung across her like a bandoleer, but should it go over the fence that she's leaning on, or stay on her side? One way it's uncomfortable and the other is impractical. Like the old man with the beard: does he sleep with it inside or outside the bed? She keeps changing it, as though to see if it gets any better. Her decision is taken for her, however, when a piece of wire tears the bag. With one hand over the hole, to stop her keys, comb and all the other things ladies carry in bags from dropping out, she leaves the scene of the accident with as much dignity as possible. The man behind is delighted as he moves up to a front row position.

Opposite, a marshal has just seen one of his mates in the crowd. He's ignoring the cars, making drastic signals to attract his friend's attention. It's just as well he hasn't got a flag in his hand. Suddenly his friend sees him and the two of them begin a conversation across thirty yards of track with around 51 cars interrupting them every three minutes or so. Neither hears very much, but they'll catch up the next time they see one another. And of course, the marshal willbe able to tell his mate just what was going on. After all, he was on the right side of the fence.

Of course, there are some priviliges from living beside the track: your own grandstand for instance. There may be a perimeter fence, but with the right equipment, you can easily see over that. These local farmers have dragged a trailer up behind a tractor so that they're right beside the fence. On the trailer floor they've placed some bales of hay, and on top that, a plank so there's a stable floor. A few stools make for ideal (and economical) spectating. But the old grandfather doesn't stay long. He's seen it all before. And his grandson has his own ideas. He quits soon after, climbs up on the tractor, grabs the wheel and dreams...

Back inside the circuit, there's the strange sight of a crayfish trying to catch a roast chicken, although an old horse looks as though it's going to sort out the two of them. These are the colourful shapes painted on some little four-wheeled pedal karts on a little track inside the spectator area. Of course, the races are entirely improvised, but we did witness a big accident between a snail and a pig.

And now the long day is becoming night. Here at the Esses, the spectators are settling down for an evening's viewing, trying to get themselves comfortable on the sand. Some are better organised than others of course. This fellow's just crashed out, hat over his eyes, head in the sand, bottle of wine - empty - beside him. Over there, that bloke obviously has sore feet as his socks get an airing in the evening breeze, his head resting on his suitcase. And there's a crowd of young Americans (you can tell, they all have flags) sitting on a blanket, leaning up against their back-packs. The really well-organised have ice boxes, a large water bottle and even a little Butagaz stove. Well, at 10 francs for a merguez sandwich, you want to be eating what you want. But the stalls must be doing well: there are empty cans of coke and orangina everywhere, mixed in with the old discarded sandwiches going stale.

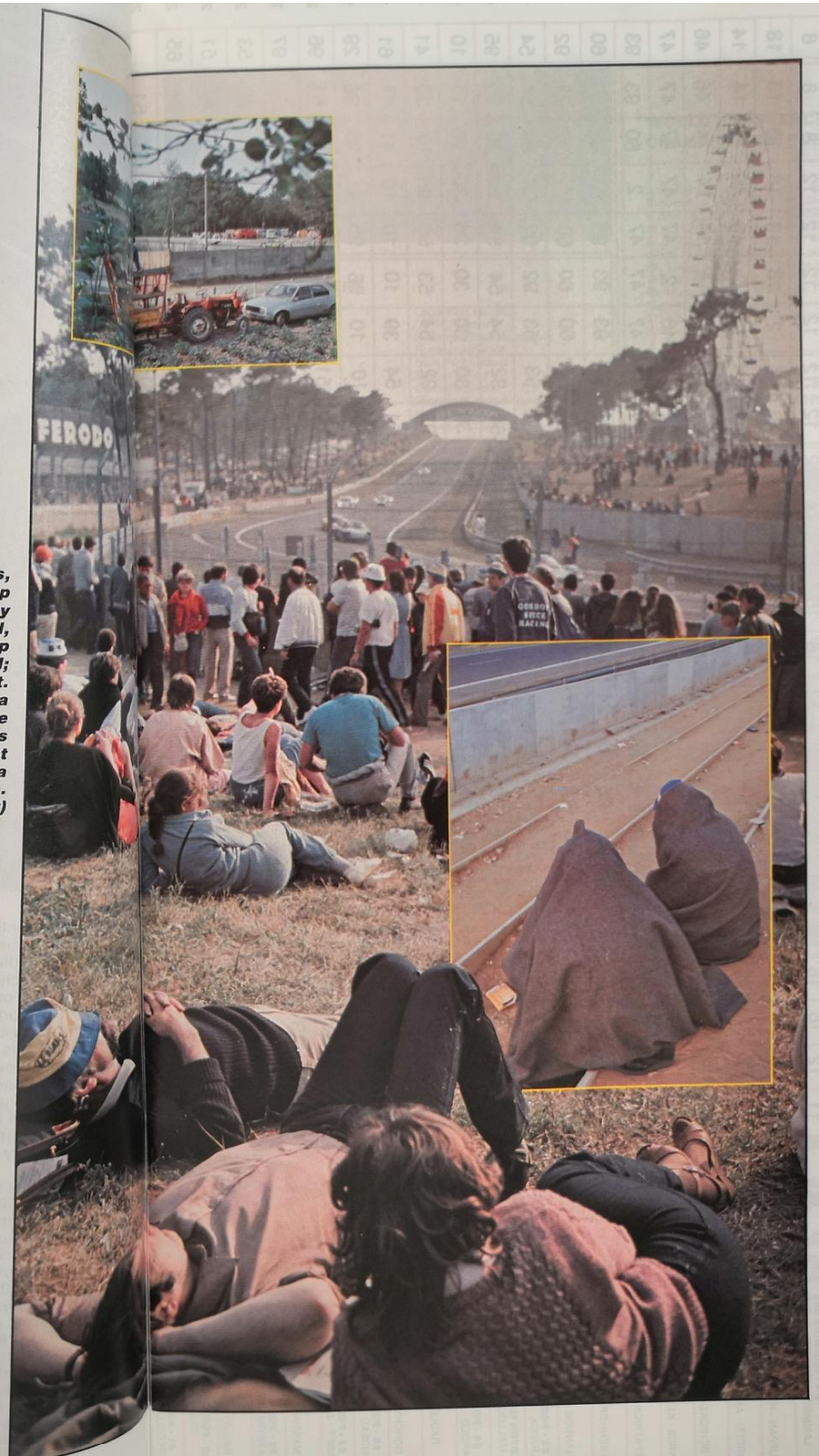
In the Village at midnight, there doesn't seem to be much of a change. People are still walking aimlessly, some more drunkenly, others just dragging their feet through fatigue as the long march continues. The sound of cars is heard dimly in the distance, TV screens display the current order: ten 956s in the first ten places, but the crowd seems more interested in the stalls, the tee-shirts, the magazines, frites and beer. Each brightly-lit stall is surrounded, like moths round a naked bulb. And at the foot of his tree, a chap snoozes away, oblivious to those around him, as they are oblivious to him. An anonymous crowd.

Above the fair on the outside of the Esses, the big wheel turns, the squeals of joy being drowned by the sound of an occasional passing racing car. Down below, they wander aimlessly, wondering what to go and see. There's always Irta of course, if you fancy a charming, young, 38 stone lady with a seven foot chest and the same around the thighs. It only costs ten francs for an introduction. Next door, in some form of contrast, there's Zima, an enormous monkey and further down the path, there's the strip tease booth. There's fun for everyone.

At five in the morning, it's beginning to get light again. All over the circuit, there are bodies wrapped in sleeping bags, most of them horizontal. But here, up against the fence, are two mobile mummies, still wrapped up in their sleeping bags, but watching the race in the chill morning air. They watch the cars, lap after lap, while behind them the lamps in the fair begin to fade as the morning takes a hold on the sky. Irta has gone to rest her vast body in some equally vast bed, the monkey is snoring. A big old drunk staggers, falls and rolls up in a ball and goes to sleep. Elsewhere, someone cries, *"it's morning, wake up."* And still the cars go round and round. *"Can I help you?"* Two hooligans turn round and get the fright of their lives. At eleven in the morning, they're taking advantage of the interest that the local gendarmerie is taking in the race by letting down the tyres of a dark blue van with a light on the top. The man talking to them is also wearing a kepi, but happily for them, it belongs to a fireman. All the same, it's time be off. They run.

At three in the afternoon, the ever marching column behind the stands seems to have a little more purpose to its pace. Where are they going now? To fill the terraces opposite the pits of course. In an hour's time, there won't be room for any more, they'll be shoulder to shoulder. That's when the chequered flag will greet the winner.

The minutes tick by, and then there's no more time to walk, they run. The flag has fallen, now's the time to get to the winning car. The track, as usual, is invaded: one lot rushes to the rostrum, the other to the winning car. On the grid, four fellows drop their jeans for a quick family photograph! For half an hour, the track is crowded, then everyone drifts away. By half past five, the place is deserted, dirty, empty, sad. It's all over, the dust finally settles. □



Spectators, wrapped up against the early morning chill, others fast asleep on the ground; that's the night. During the day, a home made grandstand: it's all part of life at Le Mans during a weekend in June. (photos: B. Asset)

...eure par heure - Hour by hour - Ora per ora - Heure par heure

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
1 - PORSCHE 956 ICKX - BELL	2	2	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1
4 - LANCIA LC/2 ALBORETO - FABI - NANNINI	3	3	2	3	2	2	2	2	1	1	1	1	1	1	1	21	21	21	1	1	1	1	1	1	2
2 - PORSCHE 956 MASS - BELLOF	8	5	8	1	11	11	1	1	21	21	21	21	21	21	21	1	1	1	21	21	21	21	21	21	3
5 - LANCIA LC/2 GHINZANI - HEYER - ALBORETO	21	8	1	11	1	1	11	11	16	8	8	8	8	16	8	8	8	8	8	8	8	12	12	12	4
8 - PORSCHE 956 LUDWIG - JOHANSSON - WOLLEK	26	1	11	8	16	21	21	21	12	16	12	12	16	8	16	16	16	16	16	16	16	16	16	16	5
14 - PORSCHE 956 LAMMERS - PALMER - LLOYD	11	12	16	16	8	16	12	12	8	12	16	16	12	12	12	12	12	12	12	12	12	8	8	8	6
3 - PORSCHE 956 SCHUPPAN - HOLBERT - HAYWOOD	12	11	14	21	21	14	16	16	18	18	2	2	2	2	2	46	2	2	18	18	18	18	18	18	7
21 - PORSCHE 956 ANDRETTI - ANDRETTI JR. - ALLIOT	5	72	12	12	14	8	14	18	11	2	18	18	46	46	46	2	18	18	2	46	46	46	14	14	8
12 - PORSCHE 956 ERL - SCHICKENTANZ - DE NARVAEZ	1	26	21	14	12	12	18	8	2	46	46	46	18	18	18	18	46	46	14	14	14	14	46	46	9
16 - PORSCHE 956 EDWARDS - KEEGAN - FITZPATRICK	6	14	26	18	18	8	14	28	20	24	24	14	14	14	14	14	14	46	2	47	47	47	47	47	10
11 - PORSCHE 956 FITZPATRICK - HOBBS - QUESTER	18	16	18	26	20	20	20	28	46	30	30	14	30	30	47	47	47	47	47	47	2	60	93	93	11
18 - PORSCHE 956 PLANKENHORN - LASSIG - WILSON	39	18	6	20	9	30	28	20	20	24	14	30	24	47	93	93	93	93	93	93	93	93	60	60	12
6 - LANCIA LC/2 NANNINI - ANDRUET - BARILLA	16	6	24	9	30	24	46	46	30	47	20	20	47	93	53	60	39	60	60	60		92	92	92	13
22 - PORSCHE KREMER CK5 WARWICK - GAILLARD - JELINSKI	22	24	20	24	26	9	9	30	24	28	53	53	53	53	60	53	53	53	92	92	92	54	54	54	14
9 - ASTON MARTIN NIMROD C2B MALLOCK - SALMON - EARLE	24	21	39	6	46	30	6	6	11	47	47	93	60	30	39	60	92	54	54	54	54	30	95	95	15
24 - FORD RONDEAU M482 ESCAROLO - BOUTSEN - M. FERTE	9	20	9	30	24	28	24	24	47	14	93	93	54	92	39	30	30	30	30	30	30	95	10	10	16
9 - WM P83 RAULET - PIGNARD - THEYS	30	9	30	46	28	26	6	47	14	6	60	60	60	39	92	92	92	54	53	53	95	10	30	41	17
10 - WM P83 DORCHY - COUDERC - FABRE	72	30	28	28	6	6	47	53	53	53	54	54	92	54	54	54	54	39	10	10	10	41	41	61	18
26 - FORD RONDEAU M482 RONDEAU - A. FERTE - M. FERTE	29	22	46	39	22	47	93	93	93	93	41	41	39	90	90	10	10	10	96	95	41	96	96	29	19
25 - FORD RONDEAU M482 STREIFF - JAUSSAUD - M. FERTE	20	29	90	90	90	53	53	9	60	60	92	92	95	10	10	95	51	51	95	96	96	61	61	96	20
15 - PORSCHE 936 J J.M. MARTIN - PH. MARTIN - DUEZ	14	46	49	53	53	90	26	60	54	54	95	95	90	51	51	51	96	96	51	41	53	29		97	21
72 - FORD RONDEAU M482 LAPEYRE - SNOBECK - CUDINI	43	39	53	49	13	93	60	5	51	51	6	39	41	95	95	96	95	95	41	51	61	53	53	53	22
47 - PORSCHE 956 ENN - BALLOT - LENA - SCHLESSER	46	28	93	22	93	39	39	54	95	95	96	29	10	96	96	90	41	41	61	61	29	94	97	51	23
42 - PORSCHE KREMER CK5 CLEARE - DRON - JONES	41	4	95	93	47	60	90	95	5	5	29	96	51	29	29	29	94	94	94	29	51	51	94	65	24
41 - ASTON MARTIN EMKA NEEDELL - O'ROURKE - FAURE	54	90	60	95	95	22	5	51	92	92	39	90	96	63	41	41	61	61	29	94	94	97	51		25

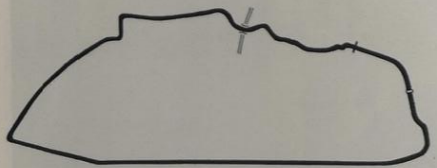
PREVIOUS WINNERS

1923	Chenard & Walcker	Lagache/Leonard
1924	Bentley 3-L	Duff/Clement
1925	La Lorraine	Rossignol/de Courcelles
1926	La Lorraine	Rossignol/Bloch
1927	Bentley 3-L	Benjafield/David
1928	Bentley 4.5-L	Barnato/Rubin
1929	Bentley Speed Six	Barnato/Birkin
1930	Bentley Speed Six	Barnato/Kidston
1931	Alfa Romeo 8C-2300	Howe/Birkin
1932	Alfa Romeo 8C-2300	Sommer/Chinetti
1933	Alfa Romeo 8C-2300	Sommer/Nuvolari
1934	Alfa Romeo 8C-2300	Chinetti/Etancelin
1935	Bugatti 57G	Hindmarsh/Fontes
1936	Delahaye 135M	Wimille/Benoist
1937	Bugatti 57G	Chaboud/Trenboulet
1938	Bugatti 57G	Wimille/Veyron
1939	Bugatti 57G	Chinetti/Seledon
1949	Ferrari 166MM	Rosier/Rosier
1950	Talbot-Lago	Walker/Whitehead
1951	Jaguar C	Lang/Reiss
1952	Mercedes-Benz 300SL	Riotl/Hamilton
1953	Jaguar C	Gonzales/Trintignant
1954	Ferrari 375	Hawthorn/Bueb
1955	Jaguar D	Flockhart/Sanderson
1956	Jaguar D	Flockhart/Bueb
1957	Jaguar 2507R58	Gendebien/Hill P.
1959	Aston Martin DBR1	Shelby/Salvadori
1960	Ferrari 250TR59/60	Gendebien/Frere
1961	Ferrari 250TR61	Gendebien/Hill P.
1962	Ferrari 250P	Gendebien/Hill P.
1963	Ferrari 250P	Scarfiotti/Bandini
1964	Ferrari 275P	Guichet/Vaccarella
1965	Ferrari 250LM	Rindt/Gregory
1966	Ford Mk 2	Amon/McLaren
1967	Ford Mk 4	Gurney/Foyt
1968	Ford GT40	Rodriguez/Bianchi
1969	Ford GT40	Ickx/Oliver/Attwood
1970	Porsche 917	Hermann/Larrousse
1971	Porsche 917	Marko/van Lennep
1972	Matra-Simca MS670	Pescarolo/Hill G.
1973	Matra-Simca MS670B	Pescarolo/Larrousse
1974	Matra-Simca MS670B	Ickx/Bell
1975	Gulf GR8-Ford	Ickx/van Lennep
1976	Porsche 936	Ickx/Barth/Haywood
1977	Porsche 936	Jaussaud/Pironi
1978	Renault-Alpine A442	Ludwig/Whittington/Whittington
1979	Porsche 935-K3	Jaussaud/Rondeau
1980	Rondeau M379B Ford	Ickx/Bell
1981	Porsche 936-81	Ickx/Bell
1982	Porsche 956	

RESULTS

	Make	Drivers	No of laps	Distance miles	Average speed	Group
1.	Porsche 956	Holbert-Haywood-Schuppan	370	3 136.635 m	130.693 mph	C
2.	Porsche 956	Ickx-Bell	370	3 134.553 m	130.606 mph	C
3.	Porsche 956	Ma.Andretti-Mi.Andretti-Alliot	364	3 083.642 m	128.121 mph	C
4.	Porsche 956	Schickentanz-Merl-De Narvaez	361	3 061.625 m	127.567 mph	C
5.	Porsche 956	Edwards-Keegan-Fitzpatrick	358	3 036.886 m	126.536 mph	C
6.	Porsche 956	Ludwig-Johansson-Wollek	354	3 001.105 m	125.046 mph	C
7.	Porsche 956	Lässig-Plankenhorn-Wilson	347	2 941.977 m	122.629 mph	C
8.	Porsche 956	Palmer-Lammers-Lloyd	339	2 873.977 m	119.665 mph	C
9.	BMW-Sauber C7	Garcia-Naon-Montoya	338	2 863.050 m	119.252 mph	C
10.	Porsche 956	Henn-Ballot Lena-Schiesser	327	2 773.471 m	115.561 mph	C
11.	Porsche 930	Cooper-Smith-Oxley	303	2 573.191 m	107.216 mph	B
12.	Mazda 717 C	Katayama-Terada-Yorino	302	2 561.345 m	106.722 mph	C junior
13.	Porsche 930	Memminger-Kuhn-Weiss-Muller	299	2 535.767 m	105.656 mph	B
14.	BMW-URD C81	Jolly-Cuppini-M. Almeras-Guillot	292	2 479.962 m	103.331 mph	B
15.	Porsche 930	Dolhem-Lafosse-Ratel	279	2 366.720 m	98.613 mph	B
16.	Porsche 930	Dorchy-Couderc-Fabre	278	2 354.270 m	98.103 mph	C
17.	Aston Martin EMKA	O'Rourke-Faure-Needell	275	2 328.816 m	97.034 mph	C junior
18.	Mazda 717 C	Allam-Soper-Weaver	267	2 263.855 m	94.409 mph	C
19.	Ford-Rondeau M382	Herrapods-Witmeur-Libert	265	2 243.611 m	93.494 mph	C
20.	Porsche 930	Lateste-Bienvault-Tourroul	264		93.483 mph	B
	Not classified, insufficient distance completed.					
	Rondeau M 382	Cheever-Mahony-De Dryver	264	2 235.068 m	82.683 mph	C
	Porsche 928 S	Ongais-Mitjans-Le Page	234	1 994.407 m	82.975 mph	B
	Lancia LC/1	Henault-Perrier-Salam	232	1 965.084 m	81.878 mph	C
	Lancia LC/1	Sigala-Larrauri-Cohen Olivar	217	1 838.032 m	75.757 mph	C
	Ford De Cadenet-Lola	Sheldon-Duret-Harrower	214	1 818.184 m	75.757 mph	C junior

* Unofficially retired, car was unable to restart and cross the line after 24th hour.



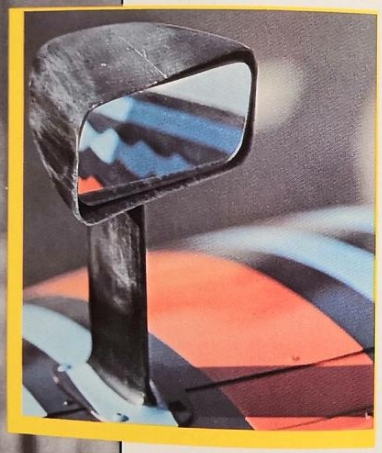
WORLD ENDURANCE CHAMPIONSHIP FOR DRIVERS

1. Wollek, 56 points. 2. Ickx, 50 points. - 3. Bell, 39 points. - 4. Johansson, 36 points. - 5. Mass, 35 pt. - 6. Lassig-Plankenhorn, 34 pt. - 8. Lammers, 33 pt. - 9. Boutsen, 32 pt. - 10. Schuppan, 28 pt. - 11. Fitzpatrick, 25 pt. - 12. Holbert, 24 pt. - 13. Heyer-Schickentanz, 22 pt. - 15. Bellof-Haywood, 20 pt. - 17. Hobbs, 17 pt. - 18. Palmer, 15 pt. - 19. Rosberg-Stommelen-Ma.Andretti-Mi.Andretti-Alliot, 12 pt. - 24. Dören, 11 pt. - 25. Barth-Grohs-Merl-De Narvaez, 10 pt. - 29. Lloyd, 9 pt. - 30. Jones-Sigala-Larrauri-Edwards-Keegan, 8 pt. - 43. Mallock-Salmon-Finotto-Facetti-Winther-Mercer-Braun-Jurgensen-Martin, 4 pt. - 45. Hunt-Weiss-Steckonig-Wilson, 4 pt. - 55. Trufio-R.Sigala, 3 pt. - 57. Altinger-Palmese-Garcia-Naon-Montoya, 2 pt. - 62. Henn-Ballot Lena-Schiesser, 1 pt.

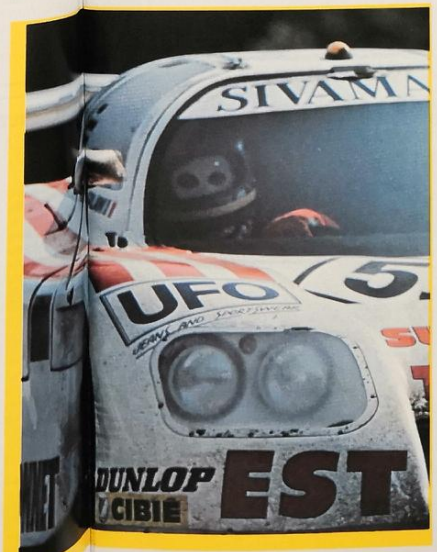
WORLD ENDURANCE CHAMPIONSHIP FOR MAKES

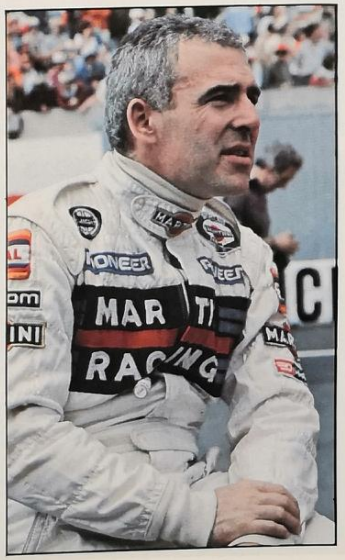
1. Porsche, 64 pt. 2. Lancia, 11 pt. - 3. Aston Martin-Nimrod, 4 pt. - 4. Giannini Alba-BMW-Sauber, 2 pt.

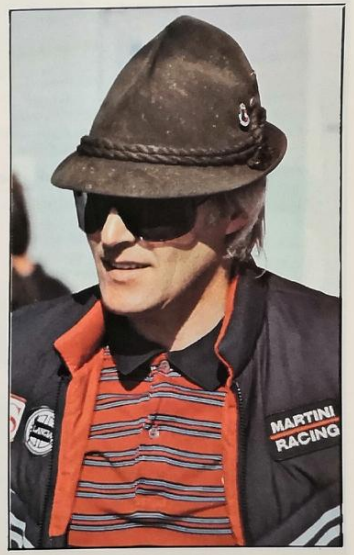
TORTOISES AND HARES



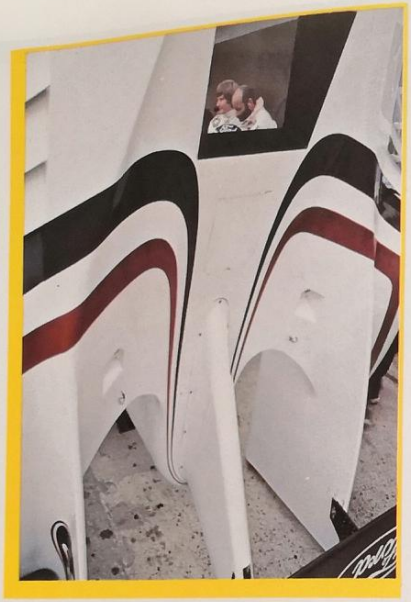
No one expected the Lancia LC2s to last the night. Jean-Claude Andruet, the crew-cutted rally driver and Hans Heyer, permanently topped by his Tyrolian hat, were resigned to doing their best while their cars lasted. By the time their older, more experienced teammates finally retired, sprinters Michele Alboreto and Teo Fabi had parked their Martini-sponsored machine long before. The older LC1s, converted from last year's Group Six cars, at least lasted the distance and crossed the finishing line, even if eventually they weren't classified because they hadn't covered sufficient distance. Indeed, N°53, which was sponsored by a French school for home-grown racing drivers, was 1100 miles behind the leader at the end! (photos: DPPI, B. Asset and First Line)



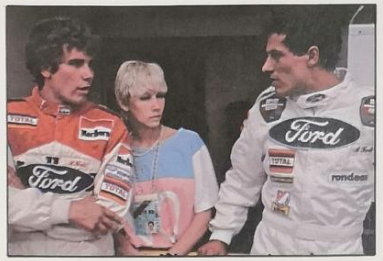


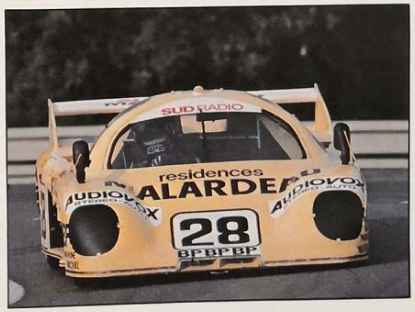


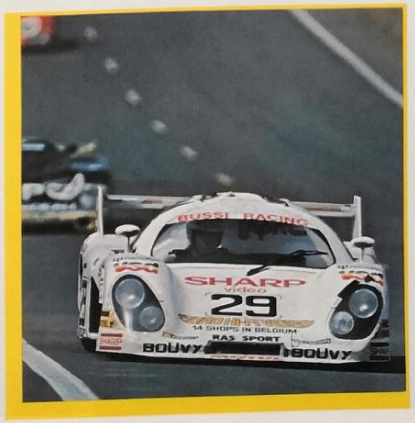
OCAL PRODUCE



Jean Rondeau seemed to have a lot going for him this year. There was the spectacular white ground effect bodywork, 3.9 litre Cosworth engines, specially prepared for the race, and the undisguised support of the French branch of the one of the Detroit automobile giants. From his futurist new factory not a stone's throw from Tertre Rouge came three superb M 482s. In N° 24 was three times winner Henri Pescarolo with Thierry Boutsen, a rising star of Formula One once he and his co-driver had come out of hiding from behind the rear engine cover. In the other two cars were Rondeau himself and the 'Daddy' of them all, Jean-Pierre Jaussaud, sharing with Michel and Alain Ferté, left to right in our two pictures, while far right is the green helmet of Henri Pescarolo. They were supported by Philippe Streiff.

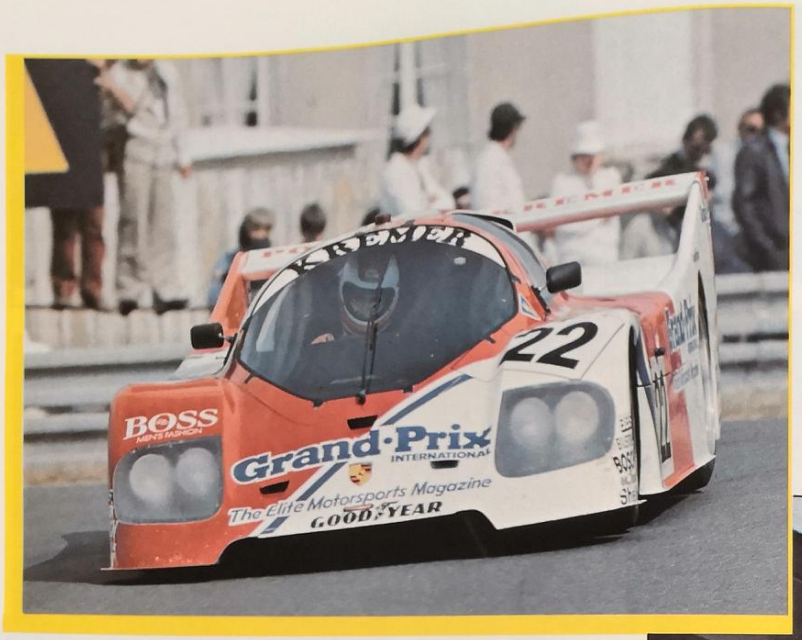






But N° 25 pulled out with a broken oil pipe after 90 minutes of racing when the engine tightened up, the engine broke on 26 after six hours, one quarter distance, and the same thing happened to 24 after half distance. N° 28 retired with a broken valve while 72 (Le Mans is in French department N° 72) also retired. N° 30 kept going despite engine problems, but when it went out for its final lap, it wouldn't start and was never classified as a finisher. So in the end, just N° 29 finished, second to last. A sad end to a valiant effort which promised so much more.

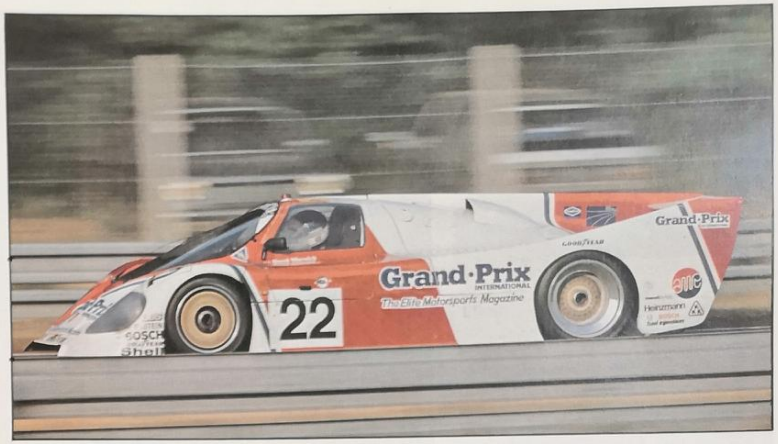
(photos: DPPI, B. Asset and J. Cochin)

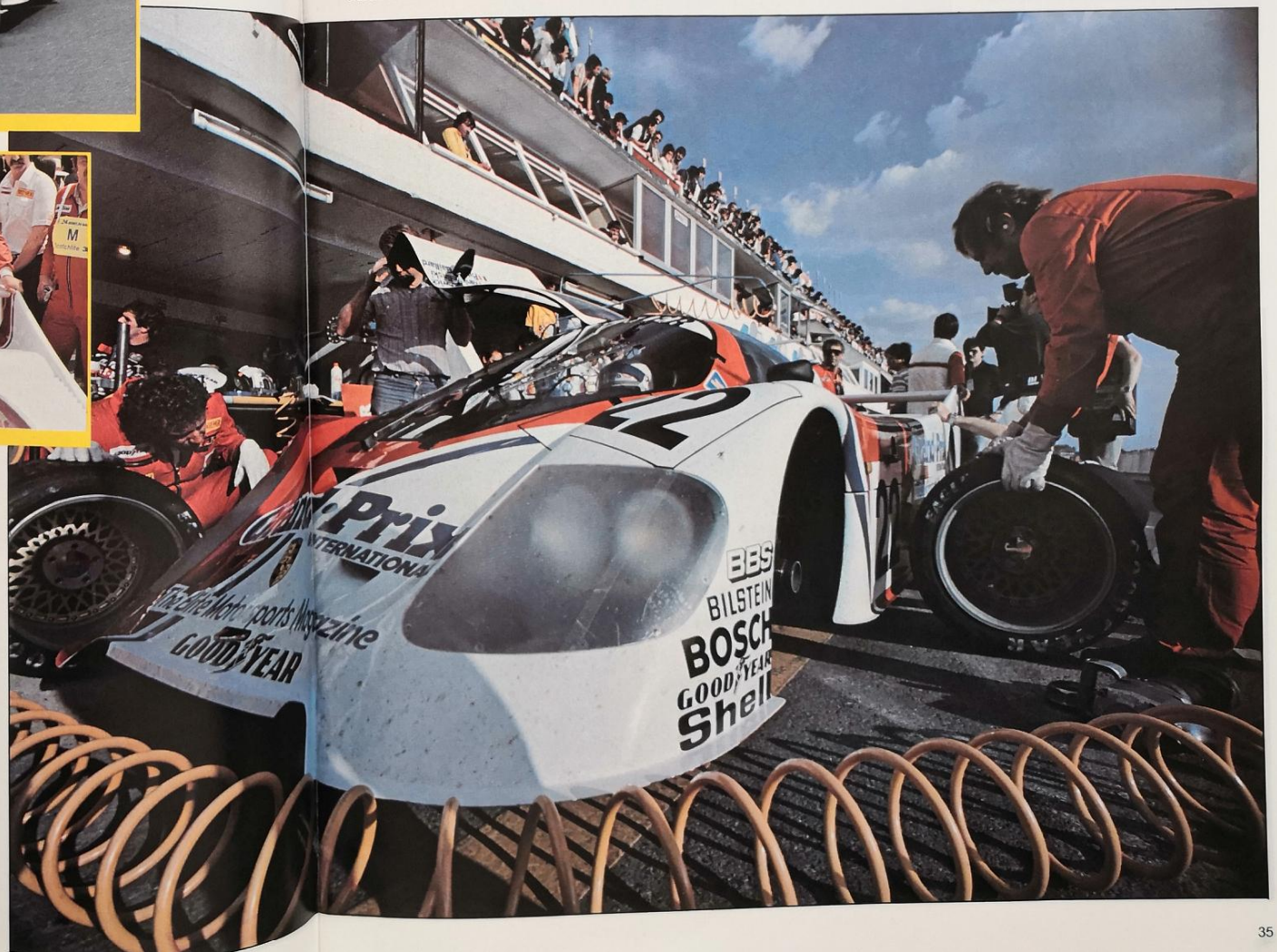


DEAL WEAPON RIGHT CREW

"If it's good for you, it's good for me." Frank Jelinski, the test driver for the Kremer brothers, being the charming fellow that he is, couldn't do enough for his teammates of the day. Derek Warwick and Patrick Gaillard are both smaller than he, and were little by little reducing the dimensions of the driving position, without offending their German co-driver. GPI appeared to have everything going for it at Le Mans : an experienced and talented driving crew, two thorough preparation experts, winners in the field four years earlier, an original and unique car fitted with a big engine which should theoretically reduce fuel consumption : yes, we appeared to have everything going for us. There were just one or two factors against us : the car wouldn't do much more than 220 mph in a straight line, while the Kremers were expecting

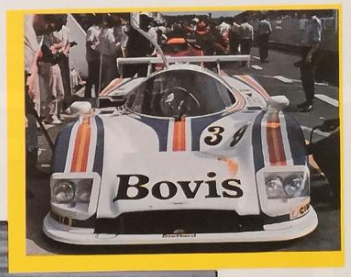
more, and the four speed gearbox, used for reliability purposes, didn't really afford the drivers the opportunity to press on. But in the hope of gaining a good result, Erwin Kremer set a firm and rigid task : 3 m 45 s laps throughout. That wasn't difficult for the drivers, but the mechanical gods decided otherwise. By ten at night, our participation in the race was no more than a marvellous memory. (photos : B. Asset, DPPI, First Line and J. Cochin).

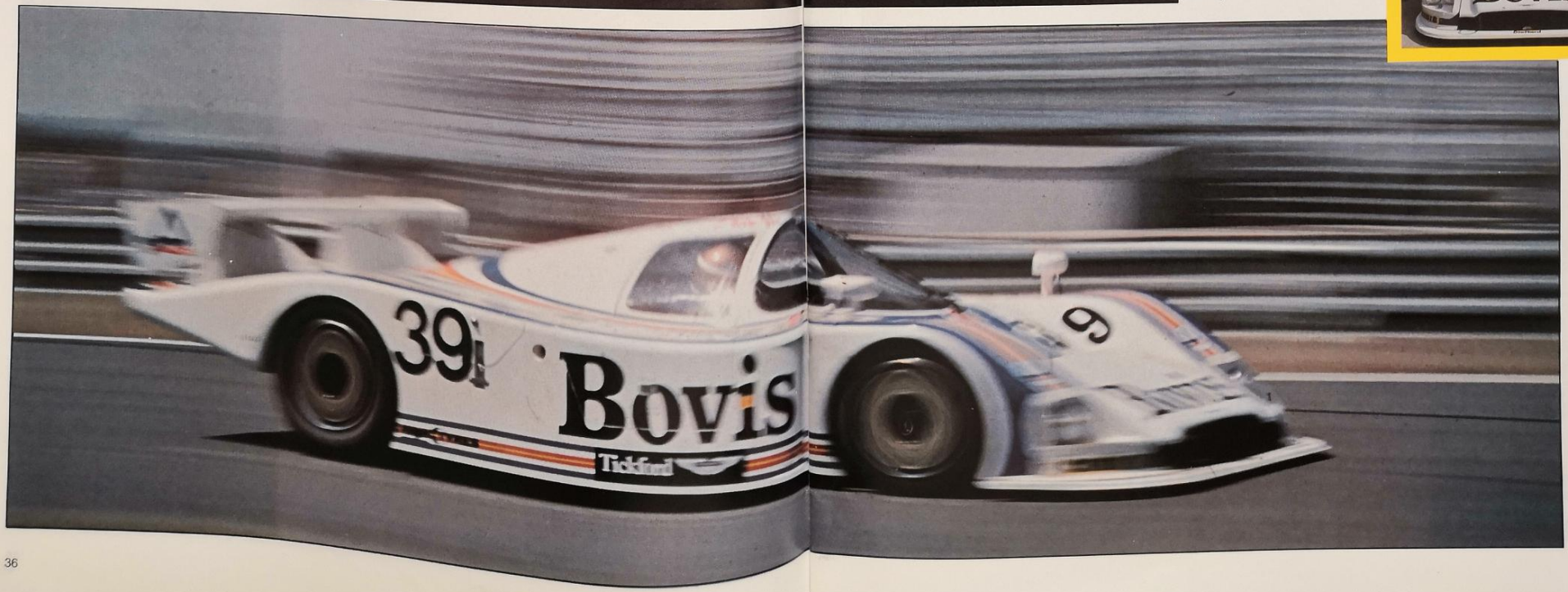




ONE OUT OF TWO

With both cars being equipped with the excellent and powerful Aston Martin Tickford aluminium V8 engines, one might have expected both the Pace and Bovis-sponsored Nimrod and the Hawaiian Tropic - supported EMKA to perform similarly. Viscount Downe's rebodied machine, in Ray Mallock's capable hands, distinguished itself by a superior straight line speed to last year's model, and set the fastest time of the normally - aspirated cars in practice. But an overcharging battery created a host of problems, not the least of which was a complete lack of instruments after the loom burnt out. It also burnt through a fuel line, almost giving Mike Salmon, sitting in a petrol bath, a nasty case of déjà vu: in 1967 his GT40 caught fire at Le Mans for exactly the same reason. Fortunately, it didn't catch fire in 1983. But at 09.17 on Sunday morning, it was announced that the car had pulled off at Arnage. The engine had simply gone "bang" according to Mike Salmon. At that time, the Len Bailey-designed EMKA was down in 23rd place, drivers Tiff Needell, owner Steve O'Rourke and Nick Faure seriously delayed for around two hours when part of the rear suspension broke. There were other problems, but in the end, this only all-English team finished a creditable 17th, 95 laps behind the leaders. But as in the Olympic Games, the essential factor had been to participate. (photos: B. Asset and DPPI)





EXTRA, EXTRA

A GLORIOUS RETURN

Mario Andretti's parting words at the Sarthe in 1982 were that, *"at the moment, I couldn't care less if I ever see Le Mans again."* His car, a Ford-engined Mirage M12, had been rejected by technical scrutineers just before the start. And the great American's dream of racing at Le Mans with his son, Mike, had been rudely shattered after months of preparation.

Always a gentleman at heart, Andretti had said a year ago that he might change his mind about his threat not to return. Fortunately for us, he did. Again with Mike, now 20, as his co-driver, former World Champion Mario Andretti was back this year with a car to challenge the best, the same Porsche 956 which German entrants Manfred and Erwin Kremer had prepared for the endurance debut of another World Champion, Alan Jones, at the *Grand Prix International* Silverstone 1000 kms just over a month earlier.

It was a fine decision by the Andrettis, and one which paid off handsomely. Their Porsche, carrying the support of Kenwood stereo systems (Trio in the UK), ran mostly trouble-free throughout the race to third place. As yet another World Champion, Keke Rosberg, has said, the works 956s are undeniably superior to the customers' cars. In effect, therefore, this was a victory in itself, and compensation enough for last year's technical misunderstandings.

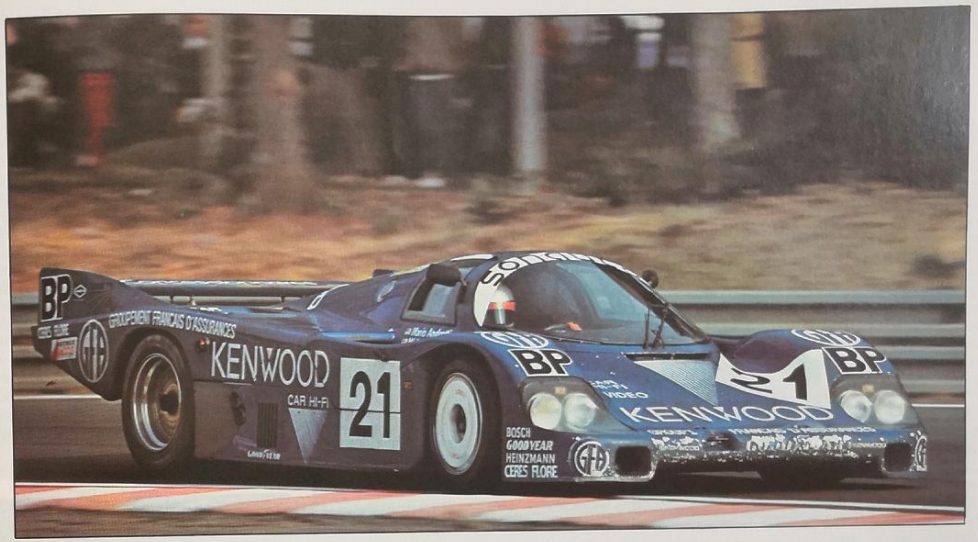
Unlike last year, a third driver was recruited to race with the two Andrettis. French F2 expert Philippe Alliot, already an experienced hand at Le Mans, was at Charles de Gaulle airport to meet the family and to give Mike any advice he might need. Like so many of the other 956s in this year's race, the Andrettis' car suffered from cracked brake discs. But it escaped many of the problems which afflicted the other Porsches, and third place was theirs for many laps. They even briefly held second place after the Ickx/Bell works car had lost six laps with electrical trouble.

It was a new experience for both Andrettis, especially the 'economy run' aspect of the race under the Group C regulations. *"To be honest it doesn't make sense to me,"* confessed Mario. *"It would be much more logical to me if they gave you a maximum amount of fuel and allowed you to use it any way you wanted. But by giving you a restricted amount of fuel, and a restricted number of fuel stops, there's no freedom to play at strategy with the other teams."*

In public, Mario didn't hesitate to praise Alliot's driving: *"He's a great asset: quick when he needed to be quick, and always very correct with us."* After the Sunday morning warm-up, however, some of the Andretti Latin temperament flared as the champion spoke rather less politely to the Frenchman about driving too fast and wasting fuel.

It was all forgotten afterwards, of course, as the three celebrated on the ACO's crowded victory balcony. What about young Michael's race, we asked his Dad. *"Oh, he just went beautifully. He wasn't affected at all by that power, and he knew how to go fast when it was needed. He's really taking care of himself, and I'm pleased with his progress. I believe that this race just made a man out of him..."*

Mike Doodson



LIKE A SWISS CLOCK

First non-turbo car, first non-Porsche 956: Peter Sauber's brand new C7 won a race of its own at Le Mans. It ran fast and reliably as well as economically. Only the power of a turbo was lacking, but it was enough for a fine ninth place overall, and for drivers Albert Naon, Diego Montoya and Tony Garcia to feel thoroughly pleased with themselves.

The organisers no doubt thought that they'd done Sauber a favour when they placed his pit next to that of compatriots Seger and Hoffman who build the Sehcars. But the *entente* between the two former partners is less than *cordiale*.

The split between aerodynamicists S&H and garage owner and racing car constructor Peter Sauber left the latter the David to the S&H Goliath. Seger and Hoffman, you see, fixed up a deal to supply cars to Swiss slot machine magnate Walter Brun for 1983. Brun raced Saubers last year and appeared to have as many Swiss francs as it takes to go motor racing properly. Original plans were to run three Sehcars at Le Mans with three different engines: BMW turbo, Porsche turbo and Cosworth DFL.

However, the BMW turbo-engined car was destroyed at the Nurburgring, but the DFL-engined version (in fact one of last year's Saubers converted and renamed) had been prepared for Le Mans and was ready to go. Meanwhile, in the paddock, the S&H men were putting the finishing touches to the dayglo Porsche-engined model. But they were more than finishing touches. Hans Stuck surveyed the frantic work being carried out on the car after a door had flown off in the penultimate practice session and said sadly, *"you can't do a race like Le Mans this way."* When the back axle broke and sent Stuck backwards into barrier in the last session, Brun told S&H to take their car back to Switzerland immediately.

Sauber's machine was somewhat more modest. It was powered by a 3.5 litre BMW engine, and Sauber himself was determined that it should be properly tested prior to Le Mans. But during one of two eventual test sessions Max Welti, a young Swiss F3 driver, crashed the car when air got under the rear bodywork and tore it off. But the car was repaired in time.

The drivers, meanwhile, were a combination of Central and South Americans: two Cubans, Tony Garcia, 37, an electrical appliance dealer from Miami; and Albert Naon, also from Florida but a racing garage proprietor like Sauber himself. Third driver was Colombian Diego Montoya, an agricultural engineer. It was they who provided the finance for the Le Mans operation.

Throughout the weekend, there were few causes for alarm, unlike the dramas unfolding in the next door pit. The Sauber was in 23rd position at the end of the first hour, and its Heini Mader-tuned BMW engine was still howling as cleanly as it should at half distance. After 17 hours of racing, the Sauber was up in the top ten: all that had delayed it was changing all four discs, fitting new brake pads twice, and fitting a new exhaust. Heini Mader, in the pits, was beginning to smile again. After all the problems with the DFLs he had built for Rondeau, it was pleasant to be able to escape to the other end of the pits and listen to that BMW howling around uninterrupted. At that time, the Sauber was in ninth place.

The car moved up briefly into eighth place, but the more powerful 956s which had been delayed came past. However, the Swiss car had an advantage: *"we estimated we could run at between 3m 30s and 3m 40s and we've refuelled every 17 laps, which gives us a two lap advantage over most of the 956s."*

However, this reliable drive was to be delayed just once more: *"there was a problem with the gear linkage, but fortunately the driver noticed it before it broke altogether, so we only lost ten minutes,"* said Mader just before eleven in the morning. And still the BMW engine ran cleanly while others banged, popped and misfired. In the end, the Sauber was overtaken by the Canon 956, but it had certainly beaten the Sehcars, for the remaining car retired hours earlier. Sauber and his South Americans had reason to be pleased with their ninth place - they had beaten Goliath, and had beaten every other non-turbo car.

Bob Constanduros

EXTRA, EXTRA

CUSTOMER SATISFACTION

Seven out of eight, not a bad score for the men who bought Porsche 956s from the factory during the winter. The customer Porsches may not have got into the top two (that honour was reserved for the factory cars) but they did have the satisfaction of finishing well up in the top ten.

Only the Sauber prevented it from being a clean sweep for Porsche 956s: Preston Henn's 956 finished behind it in tenth place, despite being as low as 47th at the end of the first hour. In fact there was only one customer retirement, that of John Fitzpatrick's number one Porsche 956 with a broken metering unit drive. The others just seemed to run like clockwork with niggling troubles all round, but nothing terminal.

As we said in our editorial in the last issue, one make racing needn't be boring, and technically speaking, there are all sorts of variations which can liven up a field of Porsches racing against one another. There's always the possibility of one team running more boost than another, conserving or using more fuel than another, using more revs or a lower compression ratio... there's a host of variations reasoning why one car should beat another.

The Andrettis, for example, where constant front runners except for during the second to fifth hours after a puncture just after the end of the first hour cost the team nearly a lap as Mike Andretti staggered back to the pits. A problem with the wheel nut cost them more time than was necessary, but they dropped to 15th. Within four hours, they were back up to fifth, and that's probably what cost them the fuel they were unable to use later in the race when they might have hung on to their second place. As early as seven on Sunday morning, with nine hours to go, Mario Andretti admitted that the fuel was *"marginal,"* despite strong words with teammate Philippe Alliot before the race. On his car's reliability, Mario would only say at that time that *"I'd rather not discuss that now."* However, he need not have feared; the 956 was reliable to the end, and although stage management by Manfred Kremer made that fuel consumption *"marginal,"* a fine third place resulted.

Similar reliability came from the New Man-sponsored 956. In fact the longest they ever spent in the pits was three minutes but while essentials such as fuel, oil, water and brake pads were fitted, the only worry was that the windscreen might pop out, and three times that needed attention. But never was a team manager so calm as Reinhold Jöst as he watched his mechanics drill holes in the roof of the 956 so that clamps might be fitted to hold the screen in place. But for drivers not of the standard of a Schuppan or an Ickx or a Bellof, the 956 might have been placed higher. As it was, Clemens Schickentanz, Volkert Merl and Mauricio de Narvaez, amateurs all (the last is a flower merchant in his native Colombia) can be well pleased with their 24 hours work.

There's a certain irony attached to the fifth place attained by Guy Edwards, Rupert Keegan and John Fitzpatrick in the second of the Fitzpatrick Racing 956s. At Nürburgring, the car's brake disc cracked up and wrecked the front suspension. Fitz had to drive the car back from the Karussell on three wheels, after which, some wag in the team said, *"we'll give that one to Edwards for Le Mans..."*

So Edwards got the older car, while Fitz drove the new one prior to retirement. As ever, the English sponsorship king had found an interested, wealthy sponsor, willing to invest heavily in Guy's racing fortunes. This time, the sponsors were very noticeable, and very different. How often have you heard of a type of chewing tobacco sponsoring a racing car in Europe? Well, Skoall Bandit sponsor races in the States, and after Edwards arranged for them to be on the pole-winning March at Indianapolis, he invited them to Le Mans, and the invitation was duly accepted. Their satin green colours, plus those of Lee Jeans, and our good friends from *Newsweek*, decorated Edwards's 956. Fitzpatrick would be reserve third driver as Keegan had broken his foot playing tennis.

The team started out gently, but still weren't getting in enough laps per stint, so the engine was leaned off after two hours. After nine hours, the team moved up to fourth place briefly and when Fitzpatrick retired his car, he did a double stint during the night, much to Keegan's frustration. The Englishman appeared to have briefly forgotten his injured foot as he jumped up and down saying *"I want to drive it. Now!"*

When he did get into the car, a mix-up with the signalling pits left him out for 17 laps; most cars were stopping after 15! But Keegan got back to the pits, much to team manager Keith Greene's astonishment: *"I don't want any more heart attacks like that this morning, thank-you."*

But there was one more drama. As he was heading for a certain fifth place, Keegan, who was aching in every limb, suddenly experienced the same thing as Fitzpatrick had at the Nürburgring in the same car: a broken disc wrecked the front suspension. There were only ten minutes left when the Porsche pitted. In seven minutes, they replaced the broken suspension elements, and with three minutes to go, Keegan drove down the crowded pit lane to complete his last lap. The sponsors were delighted, despite the last minute drama. Maybe chewing tobacco is here to stay!

The second Jöst Porsche was even further strengthened by the inclusion of German Klaus Ludwig joining the regular team of Bob Wollek and Stefan Johansson as the Frenchman had had an operation on a pinched nerve in his back a few days before. In fact Bob never suffered from backache, *"I knew that I wouldn't, but I have got an incredible headache."* he said at ... at night. The team had just sorted out ... bad misfire which wasn't cured by a ... tery change, but was cured by a ... change. It dropped the Marlboro 956 ... tenth from third, but was back up to fourth ... for much of the rest of the race, until Lud... wig suddenly felt the car go soft at the ... back and suddenly it was spinning into the ... Tertre Rouge catch fencing. That was just ... after midday, and the main damage was ... to the low downforce tail section. They ... tried to fit a new one, even Jöst himself ... working on the car, but it wouldn't fit: they ... have to be individually tailored to each car. ... Instead, they fitted the usual high down-force tail section which requires a different nose section as well. But in spite of ... extra fuel available, there was little that ... could be done. *"Kremer has problems. Ickx is in trouble,"* said team manager Domingos Piedade hopefully. *"It's not all over yet you know."* But it was. The Marlboro trio finished sixth, not a habitual placing.

Behind them came the Boss-sponsored version driven by Jurgen Lassig, Axel Plankenhorn and Desiré Wilson. They started off in the double figures, taking it easy, before moving up to seventh at the nine hour mark. But at two in the morning, a brake problem cost the team eight minutes and overheating another two, while water was added. Two hours later, there was more trouble: a misfire. Driver Desiré stopped lap after lap as the team changed various parts: rev counter, two black boxes, electric pump before making the engine run richer which cured the problem. From then on it was a simple cruise home to seventh place.

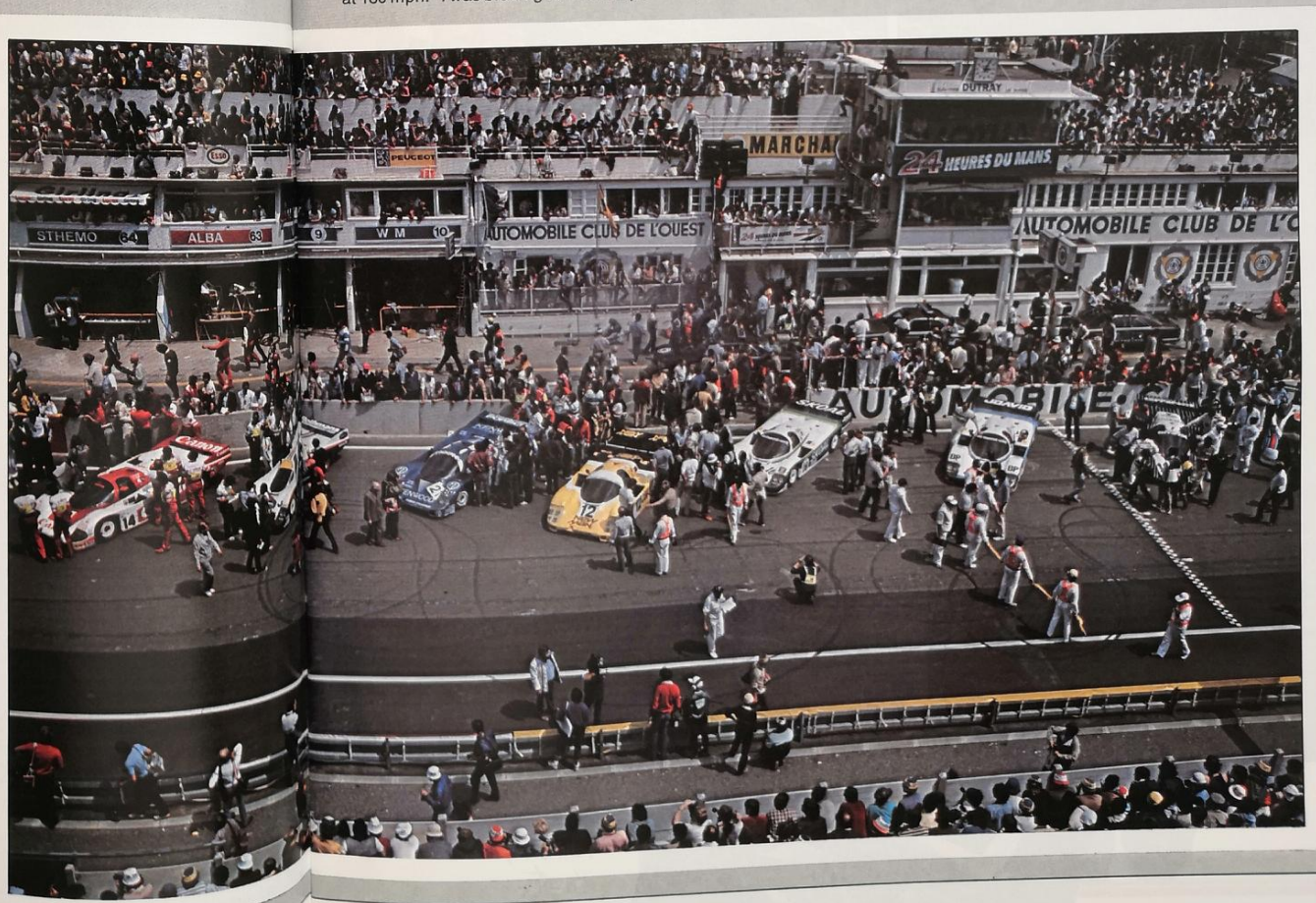
Nothing was simple in the Canon team. Apart from the slight collision that Jan Lammers (suffering from chickenpox) had with Jacky Ickx on the second lap which resulted in a pit stop and a first hourly placing of 21st, there was a frightening moment just after midnight when Palmer suddenly found he had rear wheel steering at 180 mph. *"I was braking for Indianapolis when suddenly the back snapped out. It was frightening, I can tell you. I was going from one side of the road to the other, the headlights picking out all kinds of very solid objects. I was just a passenger."* A back wishbone had broken and it took 16 minutes to repair. And Palmer had to come right back in to the pits with oil on the screen. By four in the morning, the team had had to replace two rear wishbone mounts, a front door catch, a front brake caliper, a new upright, and a mirror had fallen off. An hour later, Palmer made a surprise stop after 11 laps needing new pads. An hour later again, the car wouldn't start without a battery change.

And at 11 in the morning, the hard working mechanics were at the back of the pits making up new brake discs: altogether, five cracked during the race and had to be replaced. The team got up to seventh once, but eventually finished eighth, excellent reward for a hard day's night.

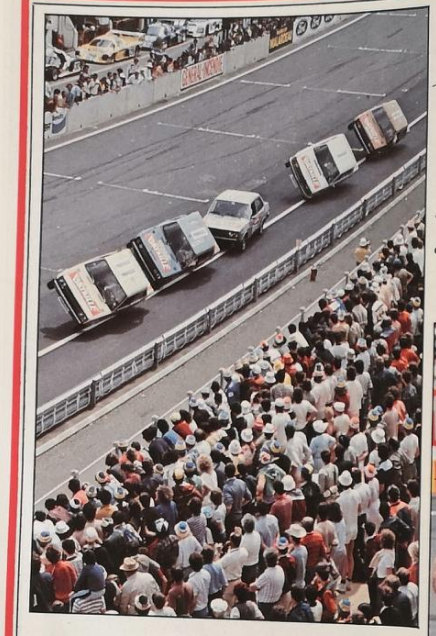
And finally, there was Preston Henn's BP-sponsored 956, wich he shared with Claude Ballot-Lena and Jean-Louis Schlesser to tenth place. The car never recovered from an early misfire which cost 36 minutes in the first hour. When that was eventually sorted out, there was a problem with the right hand door at one in the morning, which took nearly 50 minutes to fix along with various other problems. By this stage, at least, the car had climbed from the forties into the teens. At nine in the morning, there was another panic in terms of vibrations, and it was only when the floor was checked (with subsequent loss of 20 minutes) that things began to go well, and the car eventually settled in tenth place.

So the Porsche men reaped all the best places. Only the lone Sauber was able to slot itself in among the Porsches, and even then, only beating one car. The customers, despite various minor problems, had good reason to be pleased with their purchases. How many 956s will there be next year, one wonders?

Bob Constanduros



Postcard from Mans

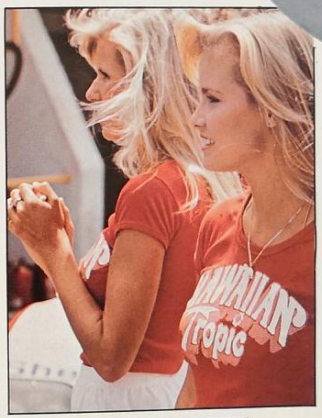


Girls pushed cars...

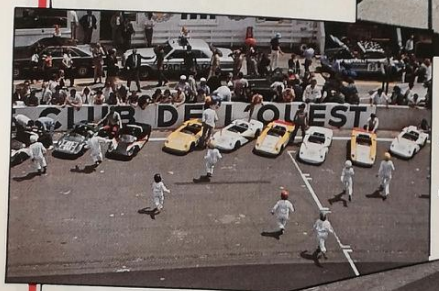
... and fulfilled the demands of sponsors

Derek was well-supported...

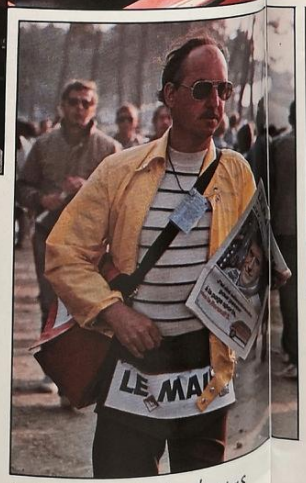
... because he didn't drive on the left side



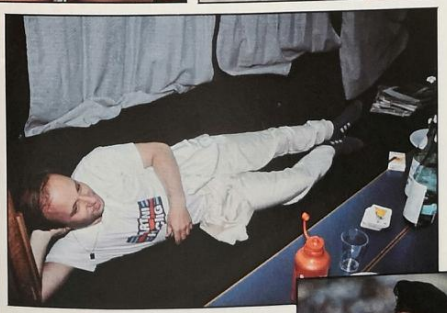
How to hear Mazdas better!



"See you back here when I'm older!"



The way to beat was beaten



Music while you work

MAGIC MIRRORED

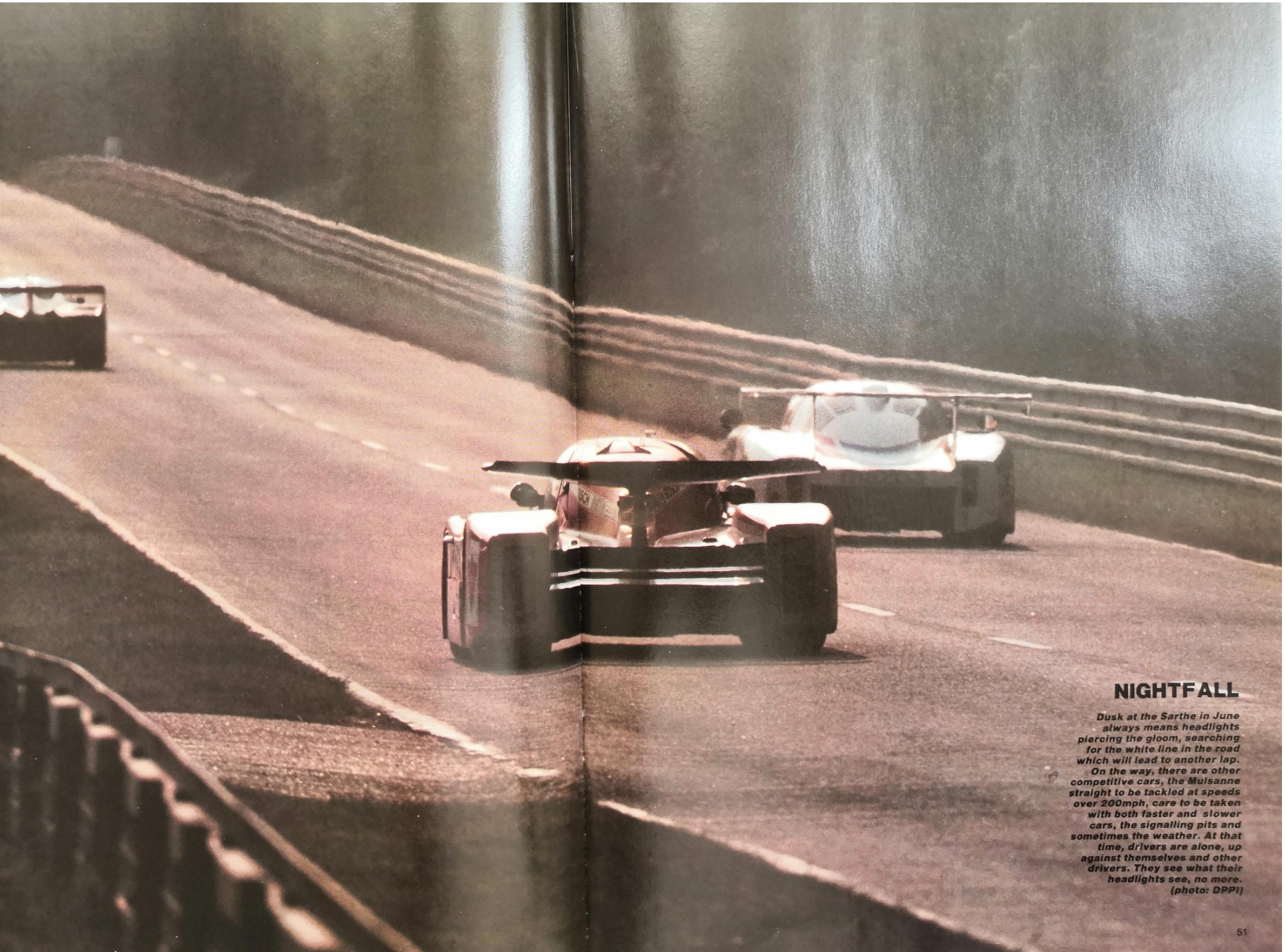
Saturday, four o'clock: Le Mans at its height. During the final warm-up lap, the tension builds up to a peak. All over the circuit, spectators crowd the fencing, find their own special vantage point, or the more badly organised just buy periscopes and look over other people's heads. In the little mirrors before their eyes, the magic of Le Mans is reflected.
(photo: Yann Arthus-Bertrand)

HISTORIC RACERS

Group C may be new, but there are old cars that race within the class. One is the Lancia LC/1, converted from last year's Lancia Group Six car; the other is the Rondeau M379 which dates from the days that GTP was first introduced. Sadly, their days of glory at Le Mans were over. One broke its engine, the other was not classified.
(photo: J.Y. Ruszniewski)

TERMINAL FRUSTRATION

Jacques Villeneuve's European trip was one of frustration: he found France old fashioned, and his Ford-powered Sehcar misfired for most of practice and wasn't reliable. So when he took over from his two Canadian co-drivers, he tried his hardest, and finally found his limit. In the end, the engine gave up, which wasn't a surprise to anyone... (photo: First Line)



NIGHTFALL

Dusk at the Sarthe in June always means headlights piercing the gloom, searching for the white line in the road which will lead to another lap. On the way, there are other competitive cars, the Mulsanne straight to be tackled at speeds over 200mph, care to be taken with both faster and slower cars, the signalling pits and sometimes the weather. At that time, drivers are alone, up against themselves and other drivers. They see what their headlights see, no more. (photo: DPPI)

SLOW BALLET

In NASCAR racing, a pit stop is a fast moving ballet of whirring wheel wrenches, fuel churns, screen wiping and driver refreshment. In Group C it's slower because of fuel limits, but every job is done with just as much urgency and care. The ever present computer works out fuel consumption, while the team manager's eye is on the fuel bottle, waiting for the sudden spurt inside the bottle which will tell him the tank is full. (photo: Vandystadt)

WHITE ELEPHANT?

Spectacular but not effective, Rondeau's ground effect M482 attracted lots of publicity and fine sponsorship from Ford. There was one little drawback: that curving boat-tail, while sucking the car to the road around corners, caused excessive drag down the Mulsanne straight. At half distance, this car of Boutsen-Pescarolo had only just got into the top ten and was soon to retire. Sadly, Jean Rondeau's brave attempt to beat Porsche on what is almost their home ground was doomed to failure. (photo: P. Hubert)

LOSING BATTLE

Hands tremble in the night: it's chilly, the mechanics are tired as one of Martini Racing's Lancia LC/2s requires attention. Sadly, whatever attention was given wasn't rewarded but the mechanics, as ever, did their best as they struggled with fibreglass, metal, their tools and obstinate mechanical elements. But not one of the three Lancias finished, and the mechanics were soon to be resting. (photo: Vandystadt)

SUNRISE

Warmth and light: since sundown on Saturday, that's what had been missing at Le Mans. Between dusk and dawn, many things happen, but the sun will still be high when the chequered flag greets the Rothmans Porsche as winner, and the Sauber as the first non-Porsche in ninth place. (photo: P. Hubert)

GREEN FOR GO

Three British drivers racing a British Racing Green car; but it wasn't as patriotic as it sounds. Guy Edwards, Rupert Keegan and John Fitzpatrick are all British, but Edwards found the Skoal Bandit sponsorship whose green colours decorated John Fitzpatrick Racing's Porsche 956, and despite a last minute panic, the car finished sixth and first English driving crew.
(photo: J.Y. Ruszniewski)

THE INTRUDER

It fell to Peter Sauber's latest and almost untested product to break Porsche's clean sweep at the Sarthe in 1983. The car's BMW engine howled as cleanly at the start as it did at the finish, a testament to Heini Mader's preparation. Its three Central and South American drivers, resident in Florida, drove wisely and carefully and only exhaust and gearlinkage bothers delayed it. For Peter Sauber it was an important result and congratulations are due to him.

(photo: First Line)

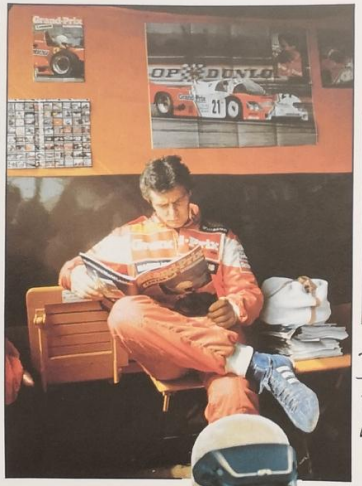
WINNERS AND LOSERS

Ickx and Bell: an unrivalled pair at Le Mans, and how tempting it must have been for Porsche to reap maximum publicity by holding back the Haywood, Schuppan, Holbert car and allowing the famous duo to win. To their credit, Porsche wanted none of it, and instead of last year's procession across the line, there was a real sprint to the chequered flag; the losers were humble in defeat and that's racing.

(photos: P. Hubert and First Line)

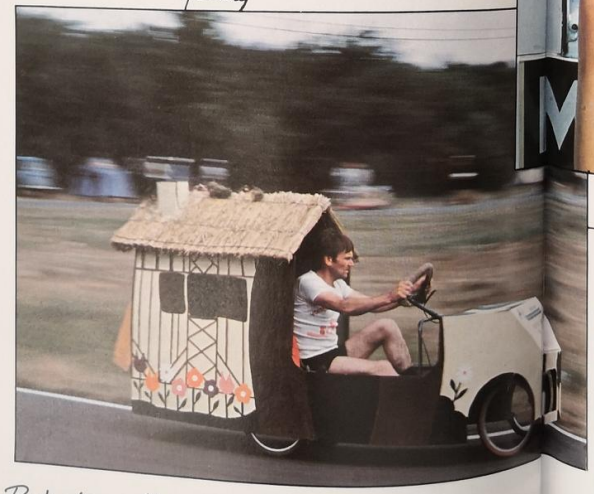
Postcard from Mans

Spectators and cops enjoyed the view



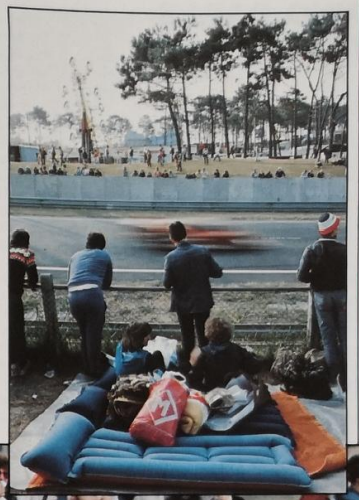
Derek thought the postcard was great

the sausages tasted a bit funny



But to really enjoy Le Mans, bring your own motorhome

Jil, Yannick Noah's (he plays tennis) girlfriend didn't know skirts were banned



Rock a bye baby...

"My dear, you wouldn't catch me driving like that!"

EXTRA, EXTRA

WHO DARES, WINS

Defeats sometimes can be turned to advantage if they are looked upon coldly, honestly and without over-enthusiasm nor diversion. Jean Rondeau didn't make the cut this year, but it was no more serious than his waiting until 1980 to win for the first time, and he has no vain regrets this year.

He is convinced that he isn't alone in his ambition to beat Porsche. This year, the Stuttgart firm threw down an amazing challenge to all those who hoped to challenge their supremacy in endurance racing. Now other constructors can react in two different ways: either turn away and try another day or throw back the gauntlet of challenge. Jean Rondeau knows what he's going to do, because he's Jean Rondeau, because he feels that he has support in his battle, and because he feels he's fighting a just cause: the survival of the World Endurance Championship.

"There are no secrets between Jurgen Barth and I. He admitted to me that he would have much prefered if our cars had gone all the way to the end just because it would have looked better. I've suffered a setback, there's not a shadow of a doubt about that, while Porsche has done its thing to perfection. I just hope that Porsche's win will act as a catalyst, that it will spur other constructors into action. Ford, for instance, has the means to take on Porsche. In fact they have the means to take on anyone; they've proved that in the past.

"I am able to provide them with my chassis and my endurance racing experience. I know my cars could be better. They weren't in the ideal configuration for a circuit like Le Mans. They had too much downforce and consequently too much drag on the straights. But then it's no secret that if you're going to do the World Championship properly, you have to design two chassis, one for the 1000 kilometer races, and one for Le Mans. My car is good for the Silverstone or Spa-type races. All I need to do now is develop a car for Le Mans and find an engine."

Jean Rondeau makes no bones about it, he hopes that his short term association with the concessionaires of Ford France turns into something more extensive. He just hopes that the directors of Ford don't take umbrage because of the Le Mans defeat. He feels that Cosworth's engines are carrying too much responsibility. However, their reaction has dispelled any doubt. *"It's sometimes when things have gone wrong that you are able to measure in all honesty the allies that you have. The Ford people have been very understanding. However, there's no way that they're directly responsible for this defeat. Cosworth and Ford aren't at all the same company. I had five of my cars at Le Mans, fitted with three different types of engine. All five broke. In the case of Jaussaud and Streiff, in the first instance it was an oil pipe that was faulty. Once he realised it, the fellow who made them for us stopped his run so that he could put them right. "But I can't kid myself, the engine probably would have broken anyway, just like the others. I don't doubt the people from Cosworth. They know what theyre doing — look at their F1 results. But the fact that five engines go up in smoke is more than somewhat upsetting to a team that is allied to Ford. I remain confident in Cosworth, but I just don't think that they have the determination, the time or the necessary funds to work on a Le Mans - type engine. Their endurance engines are developed too directly from F1 engines. And when they're asked to do too much, they just run out off puff. They just lost power.*

In practice, we were doing around 205 mph on the straight. But at the start of the race, we had trouble doing 195 mph. Now Ford could invest in Cosworth and do as well in endurance racing as they have in Formula One."

But it must be pointed out that apart from the engines, the Rondeaus had virtually no major problems. If the engines had been as reliable as the chassis, then the end of the race might have been even more lively. That's Henri Pescarolo's view anyway. *"We didn't think we were beaten after practice. We set up engines as lean as possible. I don't think that was a bad idea at all, even though we never actually managed to prove the fact. Remember that the Porsches had a whole host of problems towards the end of the race. If we'd been there to threaten them, they would have had to go quicker and then..."*

Jean Rondeau has always held the confidence of his drivers, and he continues to get on well with them even in defeat. But looking at Rondeau's recent driver pairings, it's surprising just how many young drivers he has employed, considering his preference for the more staid endurance drivers. *"No, it's not really a problem. I've never been against single-seater drivers but there are some who are no doubt quick but they'll never drive my cars. They don't have the right approach to endurance racing. In Group C, you need fast but intelligent drivers, drivers who can adapt to any circumstance. That's why I can tell you that you'll see Boutsen, Streiff and the Ferté brothers in my team — at least, I hope so.*

"You must realise that endurance racing has developed considerably, the standard and driving skill demands better drivers. So it's not surprising that teams are employing Formula One and Two drivers. And it's not surprising that those drivers want to do that kind of racing. It's interesting in terms of driving, and it's interesting for spectators too."

And where does Rondeau the driver fit in to all this? "I must admit that it poses questions. Driving, for me, is the best thing I do all season. But I sometimes wonder of I don't do too many things within the team, to the detriment of the team's effort. So I'm in a dilemma. I've got all winter to think about it. It's going to be a hard decision to make."

The immediate future for the Rondeau team could be Spa, Kyalami or Fuji. It all depends on a sponsor. *"In the new section at Le Mans, the cars were quicker than the Porsches. By how much? I couldn't really tell you. My reasoning's based on driving in that we were catching them by 30 or 40 yards each time. It's not a lot, I know, but that makes me want to take on Porsche on a track which is more favourable to us and less so to straight line speed which is what we lack."*

After Le Mans, Rondeau was worried that he might be blamed by the press for his poor performance. But as it was, he was much more touched by the encouraging remarks that journalists made to him. But that's not surprising. On Sunday morning on the dot of six o' clock, there was something very sad about the deserted Rondeau and Lancia pits.

It should not be to any detriment of Porsche's performance that they won a magnificent victory against what was admittedly sparse opposition. But it is simply that there are not more people who are willing to take on Porsche. Jean Rondeau is one of those who is and that's not the least of his merits.

Xavier Chimits

EXTRA, EXTRA

PAINFUL WINNERS

There were only two classified finishers in the Group C Junior class—and both of them were Mazdas. Of the two Mazda 717s at the start, both finished which is a record not quite on a par with Porsche's, but still a feat of endurance.

Winners of the Group C Junior category was the No 60 car of Yoshimi Katayama, Yojiro Terada and Takashi Yorino which suffered only a puncture and longish scheduled stops during the 24 hours. The second car, with a variety of English drivers, had a somewhat harder time with two punctures and a misfire, but they eventually finished 18th overall. However, for everyone associated with the Mazdaspeed effort and many of those not associated, it was a 24 hour trial of patience, pain and frustration.

It all started long before the Le Mans weed-end when the team arrived at their British base at Alan Docking's factory at Silverstone. *"It looked as though a jumbo had just unloaded its cargo when they brought all the stuff over,"* said one team member. The team did the Siverstone 1000 kms in the dumpy little Mazda, while a new, supposedly super-light weight car was prepared for Le Mans. On arrival (with more technicians, and more spare parts), the car weighed in at a mere nine kilos less.

This newer car was entrusted to a Japanese team of drivers, all of whom had raced at Le Mans in Mazdaspeed products before. The older car was given to a British team of saloon car specialists Jeff Allam and Steve Soper, and F3 driver James Weaver. Indeed, it was James Weaver who did much of the testing, transforming it *"from a dangerous car into just a nasty car,"* as one of his colleagues put it. With their arrival at Le Mans came more and more mechanics and technicians: the Japanese point of view seemed to be that if there was more work to do, more mechanics should be brought over, not those present should work harder.

Practice went reasonably, although the British were unable to make any impression on the Japanese engineers. *"The attitude seems to be that the car was designed by computer, so it must be right. Unfortunately, the computer isn't driving the car,"* commented one of the drivers. The rest of Le Mans discovered that the 1983 Mazda was even noisier than its predecessors. When the car passed, it was actually painful if one didn't have earplugs. As Jeff Allam said, *"we're the only drivers not getting flag signals. The marshals have got their fingers in their ears when we go by."*

With race day came yet more Japanese personnel, so that Docking and his organisation were almost lost beneath the overwhelming Japanese presence, all of them kitted out in pink overalls with black patches at knee and elbow.

For the first four hours, the Japanese drivers battled with the Italian Alba driven by Carlo Facetti, Martino Finotto and Marco Vanoli, but when that car hit trouble, the Mazda pulled away and to lead the class. By this stage, Allam had already had a puncture which wrecked the rear bodywork and his confidence. *"I tried very hard to get out of driving it again after that,"* admitted the Englishman. The mechanics took a roundabout course to repair the bodywork (ruining a new tail section instead of repairing the old one) in a one hour plus pit stop, but eventually the car went back on the track, increasing the Mazdaspeed deafening power to two. The little Alba was much quicker than the Mazda, and by the sixth hour, it was only a lap behind the Japanese car. But then a change of black box, a handling problem and then a broken accelerator cable (which caused Vanoli to push the car three kilometers back to the pits) set it back again.

The British-driven Mazda was again in trouble, this time with a misfire. The drivers, by this time utterly desperate, tried everything to get the car either to break completely, or run cleaner. They overrevved, braked later and later (Weaver spun three times) and threw the car around with gay abandon. But the beastly thing wouldn't break, and three hours later, the misfire disappeared again, and the team was resigned to finishing.

At half distance, as the mechanics ate their supper from paper mugs with chopsticks the Japanese driven version was 17th overall and 24 laps ahead of the Alba in the Group C junior class, the latter further delayed with an exhaust change, but it was still ahead of the second Mazda. However, an exploded tyre and a gearbox rebuild further delayed the Italian car early in the morning, when the leading Mazda, now in 15th place, had its only worry of the race, a puncture which scarcely cost ten minutes.

When the Alba retired with handling trouble at 7.35 on Sunday morning, the team was left with an almost certain 1-2, and the little Japanese bricks continued to circulate to the chequered flag, much to the delight of their mechanics and fans. The Japanese crew finished 12th, the British in 18th.

Perhaps the greatest reward was that the four Japanese mechanics of the class-winning car were awarded a prize for the best technical assistance of the race by the local technical college. They must simply have been relieved that the infernal noise had finally died away.

Bob Constanduros

HAMBURGERS AND CHATEAUX

"I seem to have a knack of getting caught up in the worst deals." admitted Jacques Villeneuve in his distinctive French-Canadian accent. It was dusk on Wednesday. Villeneuve was looking, well, relaxed. His overalls hung down to his ankles. But he wasn't happy. He hadn't yet driven his car but he knew that it was trouble personified. *"I'm not going to hang around. If the car's no good, then to hell with it—I'm off,"* and his hand took off as an airliner making a hurried exit. Twenty-four hours later, same time, same place: Villeneuve was still in France—he hadn't had the courage of his convictions, but he still wasn't happy. He'd now had the opportunity to try the car on the circuit but the car's engine, the only one that the Walter Brun Motor Sport GmbH had, misfired dreadfully due to electrical problems. That evening, Jacques haranged his team from the balcony of the pits where he and his wife had settled, saying that he was fed up with the situation, that technical expertise was entirely devoid, that he had utterly no confidence in the team at all. This public exhibition of gestures and frank descriptions in front of the entire team, his own co-drivers from Canada quite apart from ourselves, was more than somewhat embarrassing, and we bid him adieu, hurrying off to some imaginary meeting.

Two days later, Jacques seemed relaxed as he sat among the browned grass of the Sarthe region. In a few hours time, the flag would drop for the start, and knowing that his Ford-powered Sehcar had absolutely no chance, Jacques had decided just to enjoy himself: provided of course, that his two Canadian co-drivers didn't finish off the beast before he had a chance to drive it. But relaxing in the warm June sun, Jacques didn't want to talk about the race, he wanted to chat about Europe. He was fascinated by Europe, dear old Europe. He was fascinated how it could be so old-fashioned. *"I'm looking forward to getting back to Quebec,"* he said with a grimace. *"France is not for me."* It was just like listening to Gilles a few years ago.

Most people would be happy the way Villeneuve Jnr was living in France, but this American nouveau-riche didn't like it. *"We're living in an old chateau which must be closed for the rest of the year. It smells real weird. I really don't like it. What's more, we're eating rubbish around here. You can't find a McDonald's anywhere."*

We didn't dare tell him that his former team manager was only a few yards down the pit lane, but then he didn't mean that. Even if there had been a McDonald's close by, the people who worked there would never have been able to understand his Quebec French-Canadian accent.

In the race, Jacques had fun as he said he would. It wasn't that he told us what a good time he'd had, because he left the area as soon as the car retired, but Derek Warwick told us that *"when he was driving the Sehcar it was faster than I was in the corners although when his co-drivers were in it, it was slower."*

But there was one good thing about the weekend: Jacques discovered the Renault 5 Alpine turbo, a car that he rented at Charles de Gaulle airport. *"What a shame we don't have these at home, at least without all the pollution gear. It's a lot of fun, I had a good time in mine on the roads. It just points its way round corners and it's got lots of grip at the front."* So Gilles's little brother came to Europe, had more fun with a few horsepower than all those that Ford could give him, and went back home to hamburgers which he infinitely preferred to French chateaux. Au revoir.

Didier Braillon

EXTRA, EXTRA

SAME TIME, SAME PLACE

AWM finished Le Mans; we're tempted to say in spite of everything, and much to some people's surprise. That's because this little amateur team from Beauvais in France needed a lot of guts and patience both before and during the race.

But this isn't meant to be a hard luck story, that's not the style of this team who, against all odds, have entered their unique cars at every race since 1977 with a best result of fourth when Jean Rondeau won in 1980.

But one has to admit that things are hard for the little teams that continue to maintain a French presence at Le Mans. The likes of Rondeau, WM and Cougar are far from Matra or Renault, but for the home crowd, they are essential. However, the state of the French economy has meant cuts in the budget. *"It's quite simple,"* explained Gerard Clabaux, the team manager, *"this year we have 40 per cent of what we had last year. So it's been impossible for us to do races apart from Le Mans—last year we did all the European races in the World Championship and finished fourth in the end. We were even paid a wage; that's a luxury today."*

Dawn was rising at Le Mans and car No 10 was still going round and round. There was optimism in Roger Dorchy's team. It was unlikely that the team would score a good result, but at least they might finish the 24 hours, and that would be some reward. *"Yes, that's true. If you'd come here around midnight last night, you would have found us resigned and beaten,"* continued Clabaux. *"Our number one car driven by Pignard, Raulet and Theys had just retired with a broken engine, and the second one was on three cylinders."*

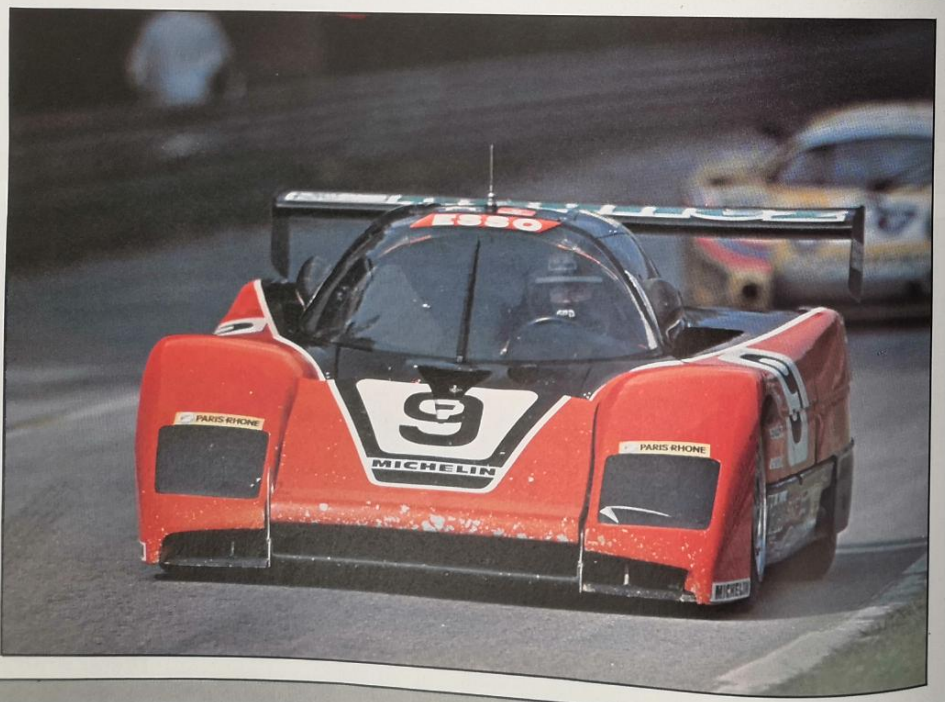
The latter had already suffered a whole host of problems: a blown engine during practice and then on the warm-up lap, it suddenly sprung an oil leak which had to be repaired so that it started a lap after everyone else. A short circuit on the alternator circuit meant that the battery had to be changed at each refuelling stop. But the No 9 car was going excellently and had been since the start. After four hours, it was in 12th palce and Gerard Clabaux had told his drivers to ease up so as not to wear out the car.

But just after midnight, the car came into the pits and Michel Pignard reported that the oil temperature had risen dramatically and that the engine was finished. Surely the No 10 car, on only three cylinders and back in 36th place, couldn't possibly finish and console the members of the WM team. But contrary to expectations, that's just what happened. Dorchy, Theys and Couderc all but carried the thing to the finish, regularly lapping around 4m 20s - 4m 25s and finally crossing the line in 16th place, at least some reward for the hard-working WM Peugeot team. *"In itself, 16th place is nothing great,"* admitted Clabaux, *"but after some of the dramas that we had during the night, it's a positive relief."*

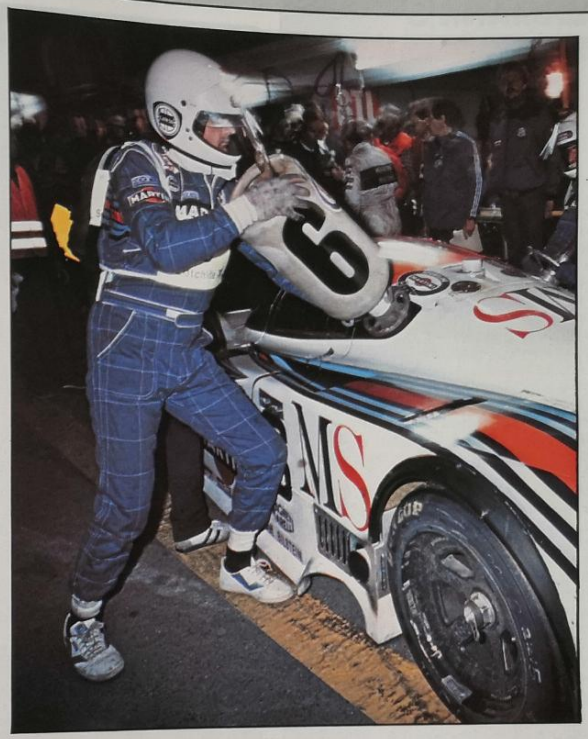
Even though it was the first of the French cars to finish Le Mans, the WM team's season is now over. Peugeot, who still gives technical help and the V6 turbo engine, is unable to give financial support as they now support rallying and Esso's financial contribution to motor sport has also diminished. It was only with the support of Heuliez, who make car bodies, that WM were able to enter two cars at Le Mans at all.

French motor racing isn't only Renault Ligier or Martini. It's also Rondeau, WM and Cougar, even though some people prefer to forget the fact. WM, its 40 or so volunteer team members, the same drivers year after year will no doubt be back again in 1984 after a 12 months' inactivity: same time, same place. Once again they'll take on the might of Porsche and Lancia. Is there any point? Who knows?

Xavier Chimits



"AUDI'S REVENGE"



Cesare Fiorio, Lancia's team manager, has never been a Le Mans fan. He finds that it has no place in modern motor racing, least of all in the current World Championship. *"We have nine races of 1 000 kilometers, and one of 24 hours. There's no point in building a special car just for one race,"* he says. And just at the moment, he's not much of a fan of the World Championship itself; as he said in our last Group C Endurance issue, *"we shall have to wait until Spa until we're competitive,"* a remark attruable to the current Lancia problems with tyres and engines.

All in all, then, Fiorio wasn't a happy man at Le Mans, even before the race had started. He'd had such a flare-up with Alain Bertaut, chairman of the stewards, at scrutineering that the doors of the office had had to be closed lest the whole of Le Mans should hear.

But he did have three cars on the entry list, and as usual, had equipped them with a thoroughly competitive team of drivers. The third Martini car was fitted with 70 kilos of camera equipment, providing television and trackside close circuit TVs with exciting in-car, on-track pictures.

But Fiorio still didn't have high hopes for the race. *"This is the fourth race in two months, and we just haven't had time to overcome problems and test new developments. However, we're staying with Dunlops because I feel that they can finish races. They may be slower than the Pirellis, but we can at least be sure that they will last.*

"The tactics here are to keep tabs on individual cars. I don't think that we can just set out and run at a certain speed while our competitors just pull away. We have to remain competitive with them and stay with them. So one car will stay with Ickx and Bell, and the other with Mass and Bellof."

But the best laid plans, etc. go astray. And so did Fiorio's, not least because one of the cars he intended to chase had a stop right at the start, that of Ickx. But Alboreto was soon up to third during the opening laps, while the other two cars were back in eighth and ninth places. In that first hour, however, the team had their first problem: Alboreto had fuel feed trouble and handed over to Fabi who promptly came back in to have the door and the front bodywork fixed. On the first hour, the car was way back in 29th place, and when Alboreto got back in again at the next fuel stop, he quickly retired at Arnage with the gearbox jammed. One Lancia was down and out.

The other two were going well, however, even if the TV pictures were somewhat interrupted by the car's windscreen wipers perpetually trying to clean an oil covered windscreen. At least one could tell just how much a driver *couldn't* see when his screen is covered with oil.

But in the third hour, Ghinzani's car dropped from third to 30th when he stopped out on the circuit. *"He stopped with no fuel pressure,"* explained Fiorio. *"He checked everything, and then tried to start it, and it fired."*

The car made slow progress through the field to 22nd place at midnight but then came a long stop of 36 minutes. *"A bolt has broken in the oil pump allowing all the oil out, so we're changing the pump."* explained a weary Fiorio, confirming that *"we're only carrying on so we get some experience of racing the cars."* But less than an hour later, the car stopped out on the circuit, this time with a broken fuel pump. The second Lancia was out.

The odd thing was that the car the team expected to pull out first was now the sole survivor. This was the camera car crewed by Alessandro Nannini, Jean-Claude Andruet and Paulo Barilla. It had an engine that had done testing at Imola and practice at Le Mans: very tired.

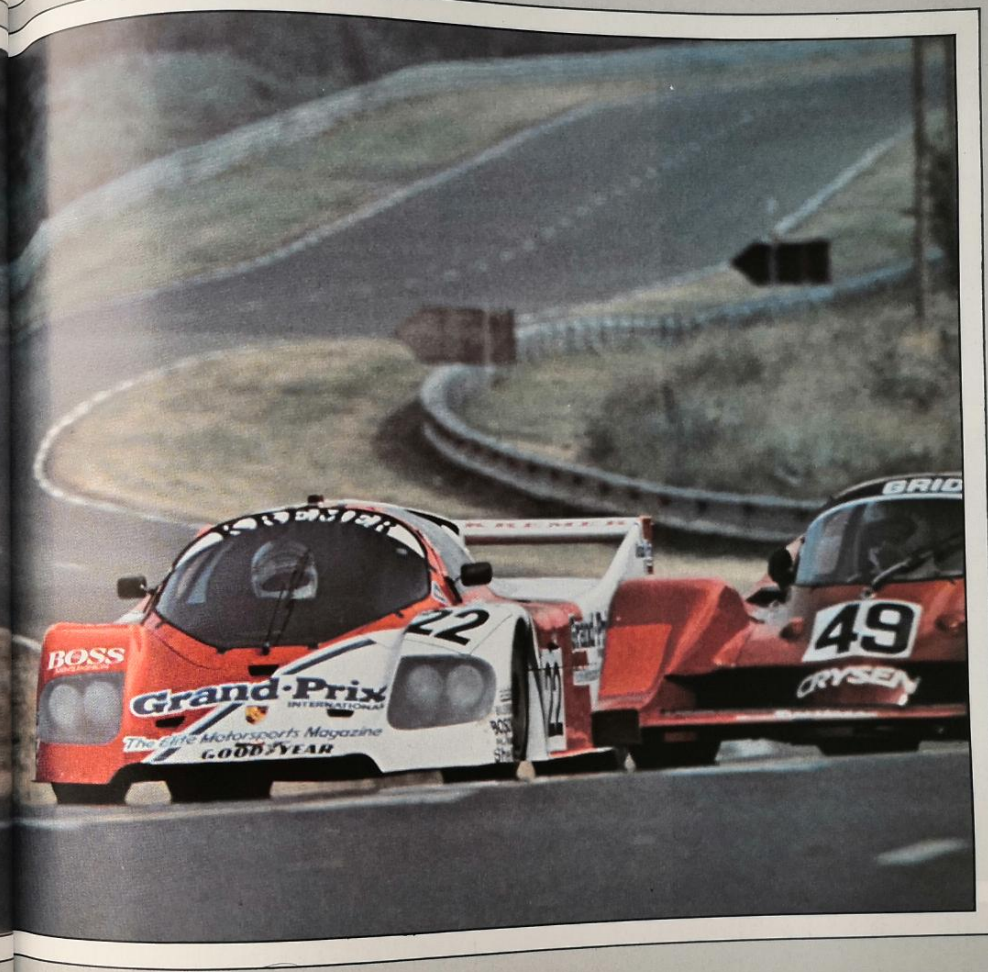
Yet here it was, cruising around although not without problems. The drivers complained of a brake pedal that went too close to the floor, but engineer Gianni Tonti said it was normal. Nannini had trouble with the injection and had to do a couple of extra laps before the mechanics were ready to change it. Barilla was nearly gassed by the exhaust fumes, but at midnight the car was running in 15th place, despite its earlier weight penalty. But at two in the morning there was more trouble. The turbos had lost pressure, so first the right hand pipes were changed, and then the left. The car was in 27th place at half distance, but the problem still wasn't cured. Half an hour later, the team decided to call it a day. The Lancia race was run.

For Fiorio, the race had never held much interest anyway. And Porsche victory would only be *"a revenge for the Acropolis rally, revenge for Porsche's associates, Audi whom we beat in Greece!"* The future was more interesting. *"We shall be testing with Pirelli again now to see if their tyres last and if they're quicker. But it is by no means certain that we'll use Pirelli tyres at Spa. It all depends on the testing we do. And if we're competitive at Spa, we can sell cars to teams for them to run next year. Even if we don't sell any cars, we can still win the championship with two cars. I'm not afraid of the number of Porsches in the championship."*

Bob Constanduros

EXTRA, EXTRA

HERMANN'S TEARS



Like a wounded whale, the raunchy, red and white Porsche-Kremer CK5 crept into the pits at a snail's pace, leaving a billowing white cloud of oil smoke behind it. It was just after six o'clock on Saturday evening. Patrick Gaillard shot out of the cockpit like a jack-in-the-box, escaping from the thick black carpet of oil that covered the car's cockpit floor.

"All the temperatures and pressures were just right when suddenly, coming out of Arnage, I saw a huge cloud of smoke in my mirrors. On either side of the track, the marshals were waving at me and I though that the engine compartment must have caught fire. But then immediately afterwards, I felt the oil flow down my back and suddenly the cockpit was full of oil and the pressure gauge had dropped to nil. It was only the fear of the whole lot catching fire that stopped me from pulling in there and then. I just dribbled back here in third and fourth gears at 1500 rpm."

A few yards away from where the most anglophile of French drivers was talking, the Kremer brothers' mechanics were dismantling the rear end of the CK5, revealing a shiny suspension and gearbox covered with oil, and two halves of an oil pipe pointing skywards. It had snapped. This was the first major problem the drivers had with a car that still hadn't revealed its full potential.

On Wednesday, when the brothers Kremer were hoping a time might be set with a qualifying engine, the latter's valves weren't closing satisfactorily and power was being lost. On Thursday, the race engine was installed, and this unit's configuration was simply not powerful enough for the drivers, Patrick Gaillard, Derek Warwick and Frank Jelinski to reduce their fastest times by the ten seconds envisaged.

The first race incident had already occured some time before Patrick's pit stop. It was something that was petty, and yet quite serious at the same time. Since Wednesday, the gull-wing door of the Kremer Porsche had been opening slightly at high speed on the long Mulsanne straight, and it had seemed that there was nothing that could be done to cure it. It was obviously a fault in the basic aerodynamic conception of the car. Derek and Frank had to drive one handed down the Mulsanne straight at 215 mph, holding onto the door with the other. When Patrick had taken over, it had got worse and drastic steps were planned for the recalcitrant door. But a few laps later, all that was forgotten. Now it was the engine that was occupying everyone's thoughts.

"I think I saved it," said Patrick, trying to convince himself as much as the others, *"but I think the oil pump was sucking air for a while."*

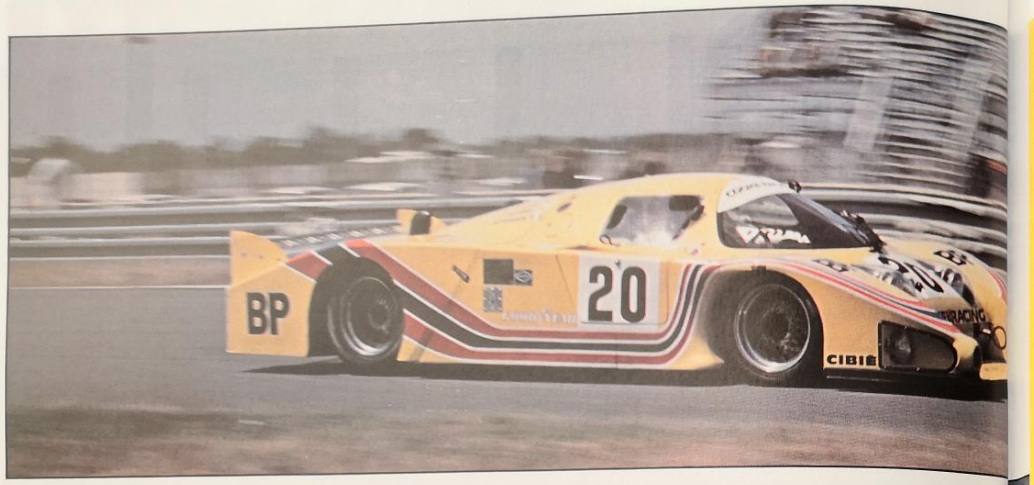
Above him, there was silence in the *GPI* hospitality pit where friends, employees and all those that help to produce this magazine held their breath. When Derek Warwick took to the track and gave the thumbs up sign after his first lap, there was an audible sigh of relief from the *GPI* pit. The big flat six engine force fed by two large turbochargers, was still alright. It was a miracle. Erwin Kremer, his legs wide apart as he stood on the pit lane, peered at his little black stopwatch, checking each of Warwick's times. He was doing aroung 3m 40s/3m 45s. It augured well. Slowly, the *GPI* pit began to empty as people took off for the various spectator landmarks around the famous Le Mans circuit. Two hours later, however, that same first floor hospitality pit was packed to capacity again. This time, we were really worried. Commentator Jean-Charles Laurens had announced that car No 22 was a probable retirement. From nearby restaurants, the press office, the Ford chicane and Tertre Rouge, our friends hurried to find out what was wrong. Derek Warwick had gone to get a bite to eat to last him through the night, but when he got back, the worst had happened. There'd been a hint of it during the preceding laps: on odd noise from the Porsche engine. Now Frank Jelinski had just done one final lap and had confirmed that it was all over, just as Patrick Gaillard had just suggested.

"Right from the start of my stint, I could hear a slight hissing sound and it just got louder and louder. It must have been the exhaust manifold coming away from the block, and there was nothing that I could do. It's a direct fitting and the bolts must have broken off the casting. There was nothing that could be done before the end of the stint. Turbo pressure had dropped to one, the engine didn't have the same power any longer and I was being passed by normally aspirated-engined cars on the straight. It was an effort to lap at 3m 50s in spite of trying as hard as possible at all the points where there's a real difference between trying and driving. At Mulsanne, I was braking at the 200 yard board."

The diagnosis was rapid. A hole had been blown by exhaust gasses escaping from between the exhaust manifold and the engine block and it was getting bigger. When Frank came in after that last lap, Derek, Patrick and Erwin Kremer had the look of people who knew that the flame had just been extinguished. In the next door pit, Manfred Kremer greeted the 956 which was running perfectly: fuel, tyres, brake pads and cleaning of the windscreen, that was all. But poor Erwin was upset. *"Sorry, I'm terribly sorry. I don't understand it. It was a brand new engine from Porsche,"* he murmured in his heavily accented English. It was a little after ten at night. The last light was leaving the sky; in the paddock, the long caravan in which *GPI*'s drivers might have rested was unoccupied in the dark.

Meanwhile, Manfred Kremer kept his vigil as the Andretti-driven 956 pounded on. In a corner of the pits, a red overalled figure rested his head in his hands and cried without shame. They were tears of hard labour, for the sweat and the work that he'd put into the CK5 over the last two months. His name was Herman, and he'd worked day and night on that car. In his wide, damp eyes reflected a legend of Le Mans: that it is a race without pity, a race that has dashed hopes and ambitions for over half a century. And it will continue to do so.

Didier Braillon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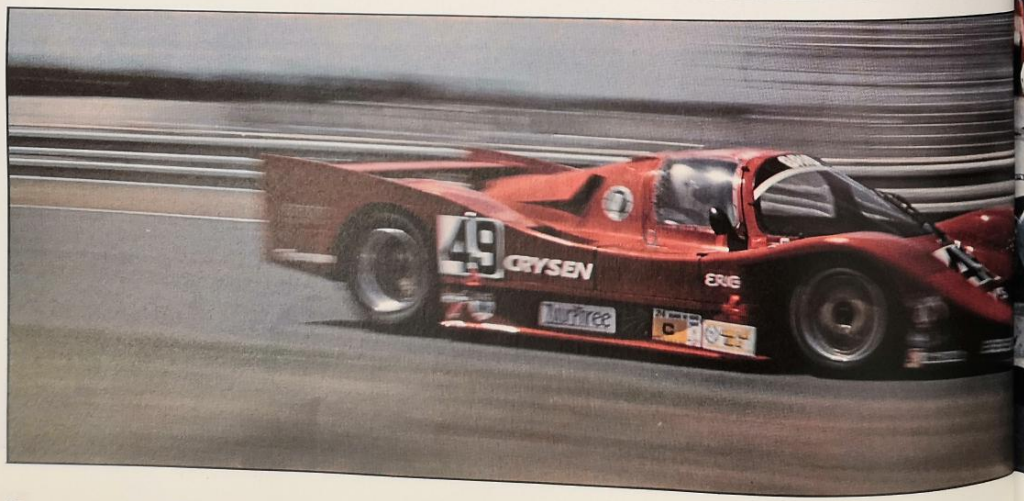
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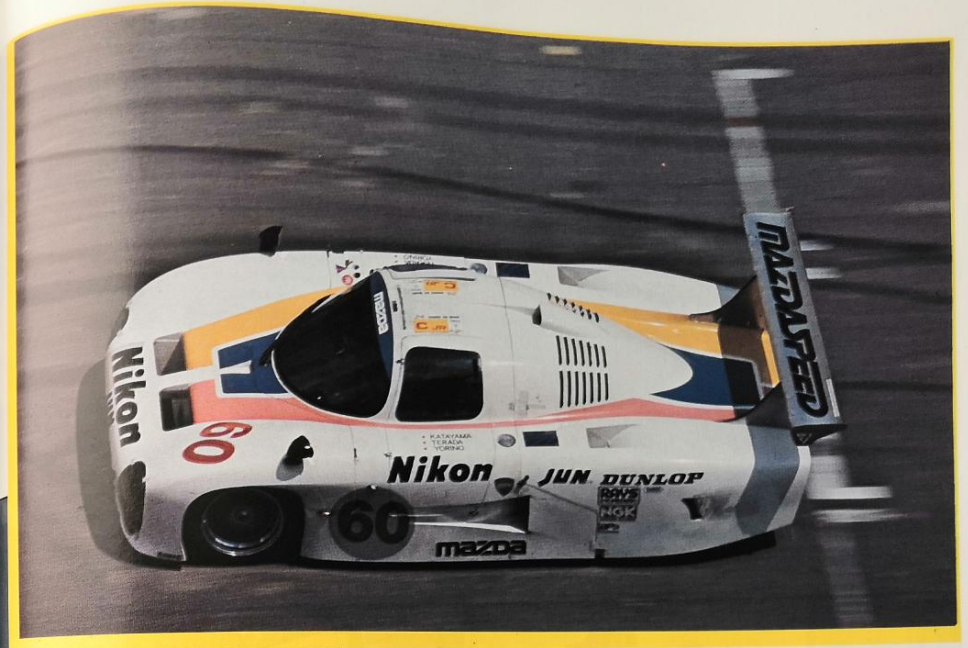
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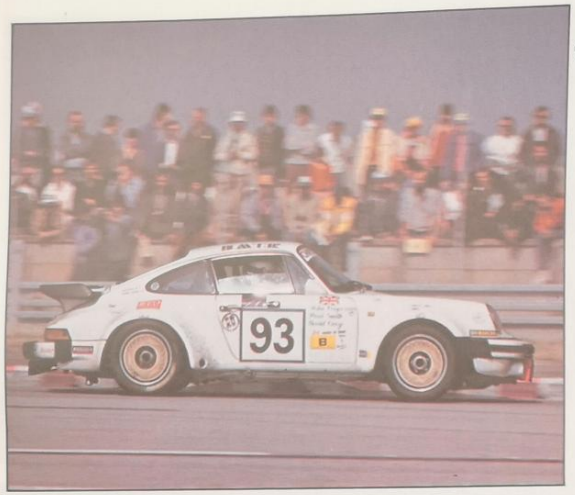
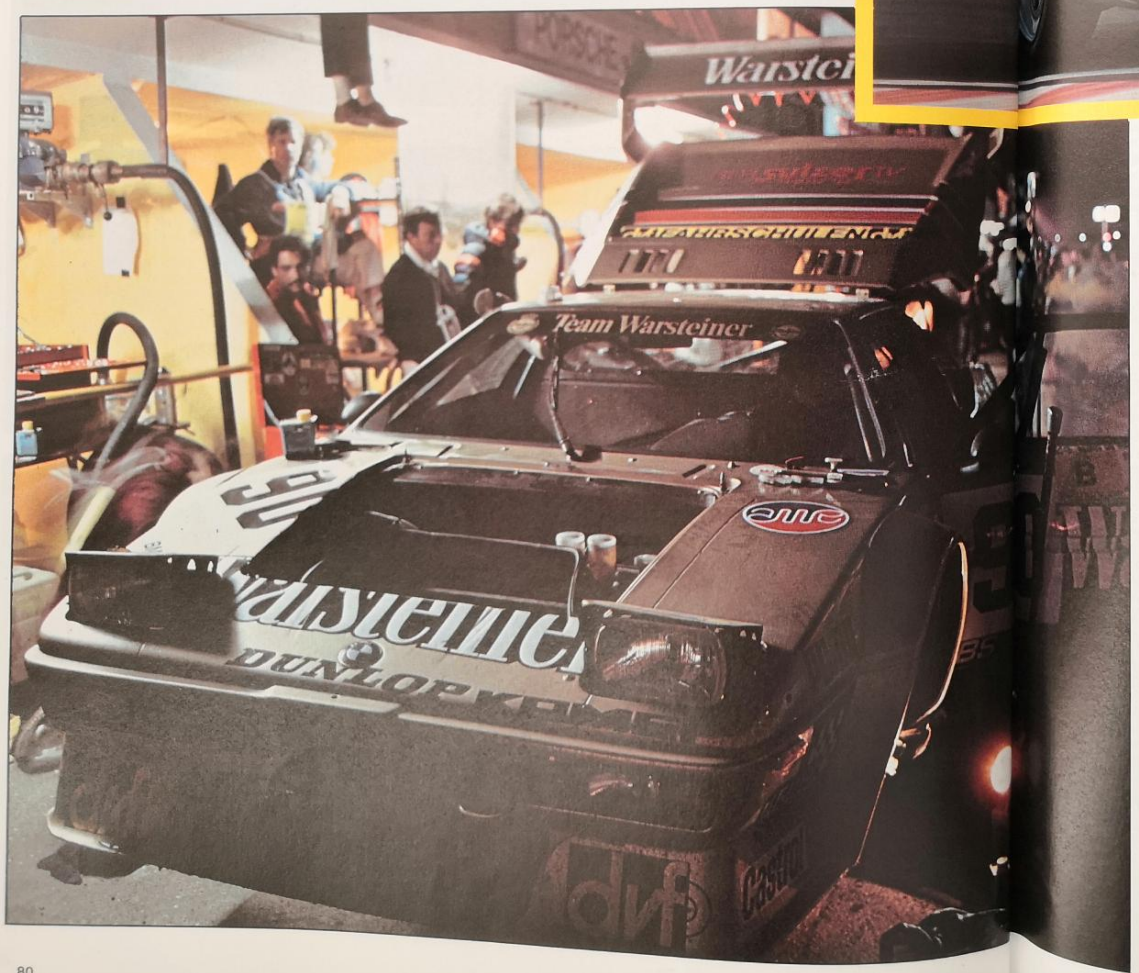
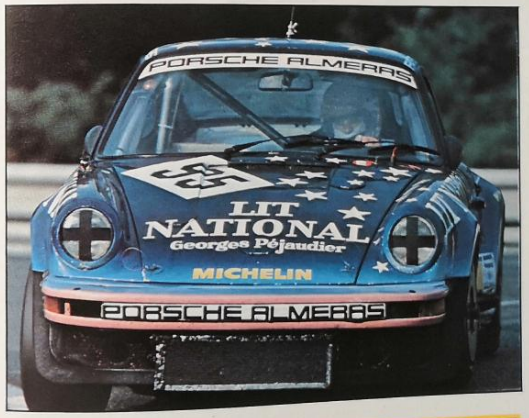
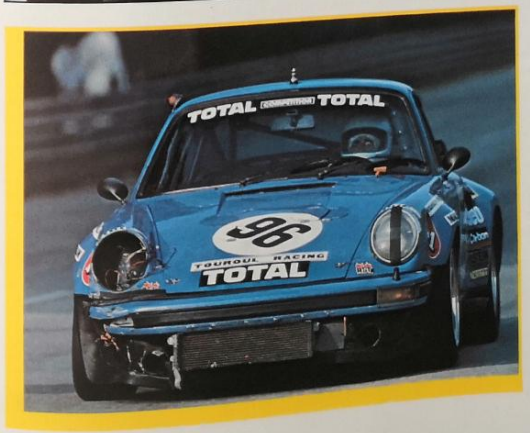


VEY ÜBER ALLES

Perhaps forgotten, often misaligned for being too slow in comparison to other cars, the Group B field also had their part to play in the race. They kept out of the way in their own private battle between eight competitors. For the first six hours, the Warsteiner BMW M1 (N° 90) driven by Prince Leopold von Bayern, Angelo Pallavicini and







Jens Winther led the class easily before running into gearbox trouble which ultimately resulted in retirement. At that time, the Charles Ivey-prepared Porsche 930 (N° 93) of Britons John Cooper, Paul Smith and David Ovey was all ready to pick up the class lead, which they held to the end, resulting in an excellent eleventh place overall. Cooper and Smith of course, were Group Five winners last year in an Ivey-prepared 935. The drive this year looked almost boringly reliable until a recalcitrant wheel nut and a broken drive shaft had the lads from Fulham, London hopping for 20 minutes just two and half hours from the end. But even this scarcely lost them time, and an excellent class win resulted. Life was not nearly so quiet in the pit looking after the colourful 928 N° 97 . The famous rallying, hill climbing and racing Almeras brothers joined Jacques Guillot (N° 95) to finish third in class, while the much abused 930 of Michel Lateste, Michel Bienvault and Raymond Touroul (three corners crashed) was the final classified runner in 20th overall.
(photos : DPPI and B. Asset)

DEREK'S COLUMN

I'd just finished my evening meal, a delicious steak pie courtesy of Rothmans and, as usual, excellently prepared by John Bracey's crew when Michel Konig suddenly looked concerned.

Michel, as you know, is the publisher of *Grand Prix International* and it was he who had generously arranged for this, my first adventure into the world of long-distance sportscar racing.

Michel's concern was valid. He'd heard over the public address system that our car was in trouble. It was 10 pm on Saturday night. Darkness had fallen and having just finished a 30 lap stint at the wheel, the plan was for me to grab a bite to eat and take an hour or so's rest before the part that I was really looking forward to - driving at night.

But I've started my first ever column for *GPI* at the end when I should be starting at the beginning of what turned out to be an experience I am indebted to Michel to always remember. The magic of Le Mans and the chance to drive a sports car, something I've always wanted to do which will probably surprise everyone in the Toleman Grand Prix team.

My driving at Le Mans was something of a last minute arrangement. *Grand Prix International* had intended that Alan Jones drive their Kremer-Porsche as he had at Silverstone but for whatever reason, I received a message when I was in Montreal for the Canadian Grand Prix to phone Michel at any time and that it was important.

The time difference being what it was, Michel sounded extremely drowsy when my phone call disturbed him at about 4 am European time.

"It's a good car, faster on the straight, better handling," he burbled.

By the Sunday, I'd agreed. After all, the Kremer team have a pretty good reputation and, having won the Le Mans event a few years back so I'm told, the chance of driving one of their cars wasn't worth passing over although I have to admit that I hadn't a clue what a Kremer CK5 was!

I'd seen pictures of Porsche 956s and knew what they were but I wasn't aware that the Kremer brothers, Manfred and Erwin, actually build their own Le Mans version called a CK5 as well as running a 'customer' 956 which Jones and Vern Schuppan drove in *GPI* colours at Silverstone.

To be quite honest, I thought that had been repainted and was destined for Mario and Mike Andretti. Watching them run splendidly throughout the event to take third place with more than a degree of envy *and* having been in company with other Porsche 956s out on the circuit, I was seen pleading on bended knee with Erwin Kremer on Sunday morning to let me try it one day.

Still, the Kremers felt their CK5 with its larger 2.8 litre twin-turbo engine would gain overall for a better fuel consumption and by having more torque. Providing that we stuck to a pre-set time scale, we'd be in good shape because being a new boy, I wasn't totally aware that these cars are only allowed 100 litres of fuel and that the regulations stipulate a maximum of 25 fuel stops during the 24 hours.

My co-drivers for the event were to be Frenchman Patrick Gaillard and Frank Jelinski from Germany. Frank I didn't know but I was aware of him as having raced in Formula Two.

As for Patrick, we were old sparring partners back in 1978 when we both raced in Formula Three. Patrick's a really nice guy as is Frank and a good driver. I just wonder what the future would have had in store for him had Elio de Angelis not punted him out of the 1978 Monaco Formula Three race which he would surely have won.

Having just got off the flight from Montreal, I had time to pack a fresh suitcase and head back for the airport in time to make the connection to Paris.

I met Stefan Johansson at the check-in and, as he was driving the rival Jöst 956, thought that he might give me a few tips but his efforts to get us a couple of seats together failed as he'd been booked economy and I was Club class! Well, I thought, this looks good already. Kremer drivers get the star treatment. As for Jöst...

Never having seen Le Mans, I had an open mind as to what to expect. I couldn't believe how crowded the paddock area was and as for the pits, well, there were times when I couldn't see the car for the people. I just couldn't visualise how our mechanics could cope in such a confined area.

Having been fitted into the car, I was allowed out onto the circuit as practice got underway. After two laps, I began to wonder just what I was doing here. I just had so many new variables to try and cope with. I didn't know the track, I hadn't driven a sports car let alone a Porsche. The gearbox was new to me, the dials were all in unfamilar places. It just takes time for the mind to readjust, particularly when you've only driven one type of racing car for the past three years.

But it quickly all came together quicker than I'd anticipated for I couldn't have been in the car for more than twenty minutes or so before Erwin's head popped into the driver's compartment.

"Okay Derek, this is our qualifying engine. Now we go for a time. I give you a little more boost."

Well, what do you do? Correct. You nod in approval despite the fact that your mind tells you otherwise. The instructions were to start the fast lap with 1.4 bar of boost and to increase it to 1.45 at a given point down the Mulsanne Straight. Then I was to increase it to 1.5 for the rest of the lap.

This I was looking forward to, the chance to use boost control from within the cockpit. Brian Hart hasn't allowed me such a privilige in Formula One, not yet anyway. Well, having taken three laps to get the Mulsanne kink flat and discarded another driver's advice to drive down the Mulsanne with the car straddling the central white line, here I was about to go for the big one.

Having already done a 3m 40-ish, without boost, I was really pleased to find that my two laps of effort had resulted in consecutive laps of 3m 32s and 3m 24s, the second of which was completed in the dark! But our hopes were immediately dashed by the organisers who failed somehow to clock both laps despite the fact that John Fitzpatrick's team also had me at the same time.

Although the Kremer brothers said it didn't matter because it was such a long race I wondered why they'd given me the opportunity in the first place and I still think they'd have prefered to start sixth rather than 15th. They were being kind.

It was decided that I should start the race which was a big thrill in itself. I would do the first 50 minutes before handing over to Frank.

It all went smoothly. I eased into the required 3m 45s lap time and, alien to my nature, didn't get involved, allowing all the 956s and the works Lancias to rush off into the distance. I even had Ray Mallock in the Nimrod come by along the Mulsanne. In fact, I couldn't quite work out where he was in my mirrors and as we approached the kink, I eased off to allow him through and was promptly showered with stones that hit my windshield like machine gun bullets.

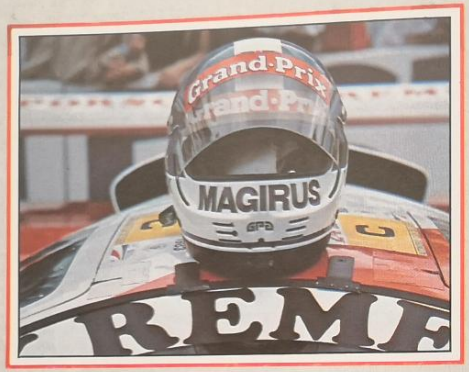
It's funny but doing 200mph plus down the Mulsanne wasn't as eerie as I'd expected, certainly not during the day. I only had a chance of one lap at night and then it really became something quite unique.

We had an early delay when the passenger door came loose and then an oil line broke costing us about 25 minutes. We'd dropped from 12th to 27th before I went back in to drive for just over two hours into Saturday evening.

I'd specifically asked Erwin whether I could do two stints at a time as I felt it easier this way to get into a rythm and he agreed. But I was never to get back in as the car blew an exhaust gasket and subsequently the head after just six hours racing and we were out.

I was really disappointed. It had been a completely new style of driving for me and I had enjoyed every minute, passing cars every lap, working out the fuel consumption, keeping to a lap time. I wasn't bored in the slightess and I'll be back. I just hope *GPI*, and the Kremer brothers give me another chance.

Derek Warwick



Cockpits

by Didier Braillon

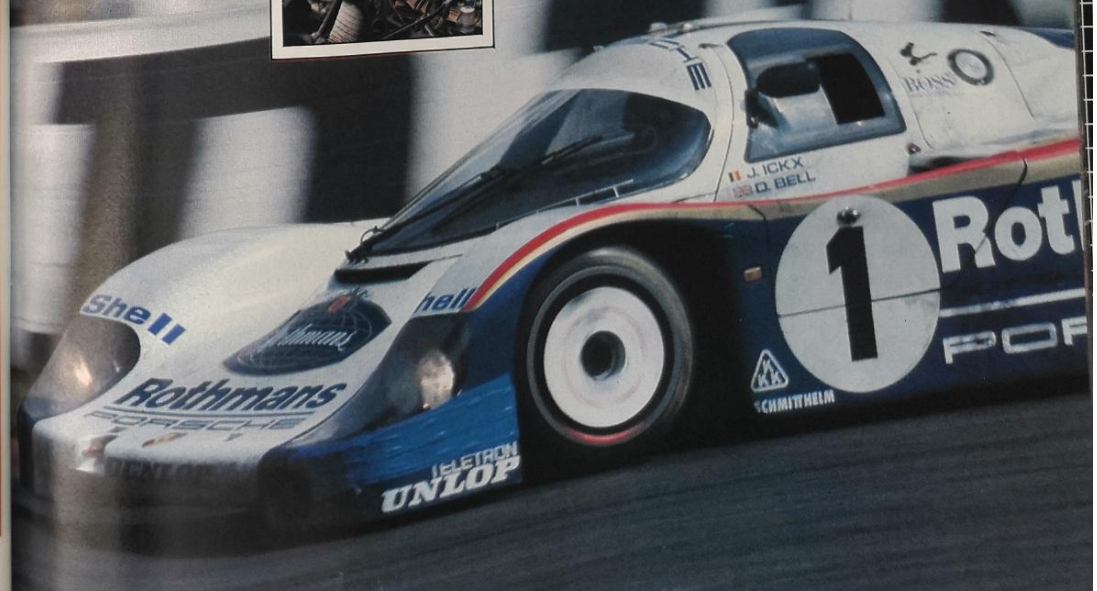
ROTHMANS PORSCHE

1, Jacky Ickx (B) - Derek Bell (GB) / Porsche 956
2, Jochen Mass (D) - Stefan Bellof (D) / Porsche 956
3, Al Holbert (USA) - Hurley Haywood (USA) - Vern Schuppan (USA) / Porsche 956
DNT. Jacky Ickx (B) - Derek Bell (GB) - Vern Schuppan (AUS) - Jurgen Barth (D)/ Porsche 956 (spare)

The three Porsche 956s entered by Rothmans Porsche and built by Porsche System which would used for the race were fitted with the special low downforce, longer tails, seen on some cars at Monza. It is specifically designed to give good straight line speed, at Le Mans on the Mulsanne straight. The monocoques were fitted with the usual 2.6 litre flat six engine, force-fed by two KKK turbo which gave a corrected capacity of 3 708cc. Unlike the majority of the other 956s at Le Mans, the works cars were fitted with an electronic injection system first seen at the start of the season at Monza and recently further developed. The gearbox is a five speed unit and as usual, Dunlop supplied the tyres. The cars weighed 832 kilos (N°1), 840 (N°2) and 849 (N°3) kilos respectively. N°33 T was a spare car on which various different configurations were tested during practice, including the usual high downforce rear section. During practice, incidently, the works cars were fitted with engines using larger turbos, similar to those used on the Porsche 917-3 CanAm car back in 1973 which developed 1100 bhp. The 956s were 480cms in length, 200cms wide with a 265cms wheelbase. The front track was 166.5cms and the rear 154.5 cms. Of course, Porsche's driving team was unrivalled: Jacky Ickx, winner in 1969, 1975, 1976, 1977, 1981 and 1982 sharing with Derek Bell, winner in 1975, 1981 and 1982, plus Hurley Haywood and Jurgen Barth, winners in 1977.

Practice
1: 3'16"58 / 1st
2: 3'20"98/3rd
3: 3'28"36/8th

Race
1: 2nd
2: retired 21st hour, head gasket
3: 1st



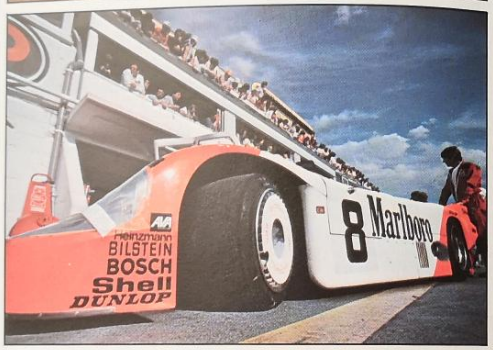
SORGA SA/ JÖST RACING

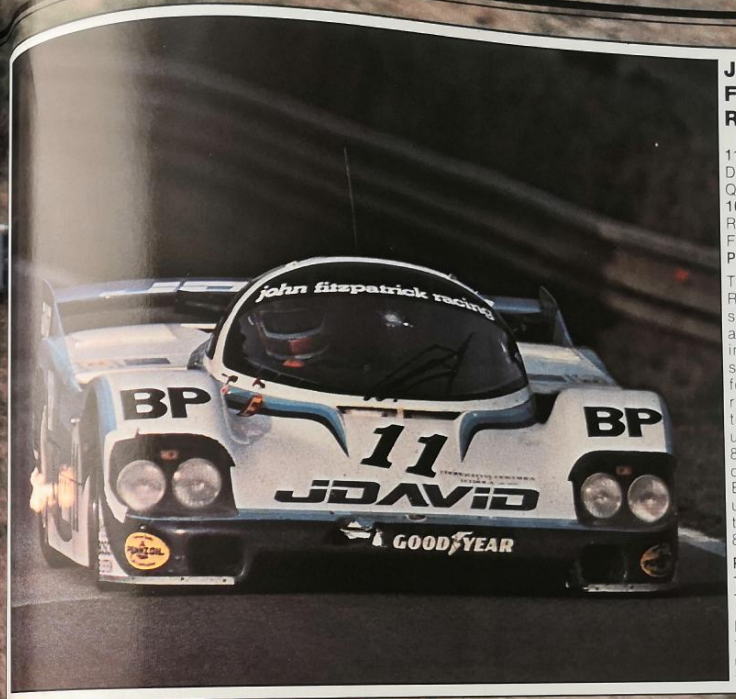
8. Bob Wollek (F) - Stefan Johansson (S) - Klaus Ludwig (D) / **Porsche 956**
12. Clemens Schickentanz (D) Volkert Merl (D) - Mauricio de Narvaez (COL) - Bob Wollek (F) - Klaus Ludwig (D)/ **Porsche 956**
15. Jean-Michel Martin (B) - Philippe Martin (B) - Marc Duez (B)/ **Porsche 936J**

The two 956s entered by Reinhold Jöst were of the same dimensions and specification as the works cars in terms of engine and race turbos, only that the Jöst cars used a mechanical injection system. They had five speed gearboxes and used Dunlop tyres. Both weighed 838 kilos. Bob Wollek came to Le Mans as leader of the World Endurance championship but had recently had an operation on his back to cure a pinched nerve, so he called upon 1979 winner Klaus Ludwig to reinforce the team, despite the German's very close Ford ties through Zakspeed-Roush/USA for whom he drives IMSA cars. As usual, the other regular driver was Stefan Johansson, making his Le Mans debut. The Belga sponsored 936J was also looked after by Jöst who converted this former space frame Group Six car into a Group C car last year. It has a flat six cylinder Porsche engine of 2.6 litres fed by twin KKK turbos but this is not the same as the 956 engine however. This gives a corrected capacity of 3749 cc, and it has mechanical injection. It was fitted with a four speed gearbox for reliability's sake and ran on Dunlop tyres. It is 480 cms long, 200 cms wide, has a wheelbase of 272 cms and front/rear tracks of 154/150.5 cms.

Practice
8: 3'23"75/5th
12: 3'29"48/10th
15: 3'38"65/22nd

Race
8: 6th
12: 4th
15: retired first hour, engine





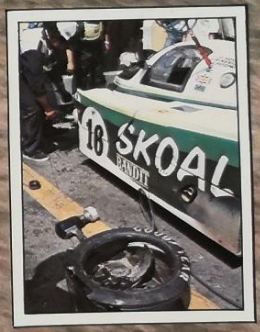
JOHN FITZPATRICK RACING

11. John Fitzpatrick (GB) - David Hobbs (GB) - Dieter Quester (A)/**Porsche 956**
16. Guy Edwards (GB) - Rupert Keegan (GB) - John Fitzpatrick (GB)/ **Porsche 956**

The two John Fitzpatrick Racing 956s were identical in specification to the works cars apart from their mechanical instead of electronic injection systems. However, a major difference was that Fitzpatrick runs Goodyears tyres. The team patron was driving an unraced car which weighed 835 kilos, while Edwards introduced a new sponsor to Europe, Skoal Bandit, and was using the car used so far by Fitz this year which weighed in at 858 kilos.

Practice
11: 3'30"30/12th
16: 3'29"98/11th

Race
11: retired ninth hour, metering unit drive sheered
16: 5th



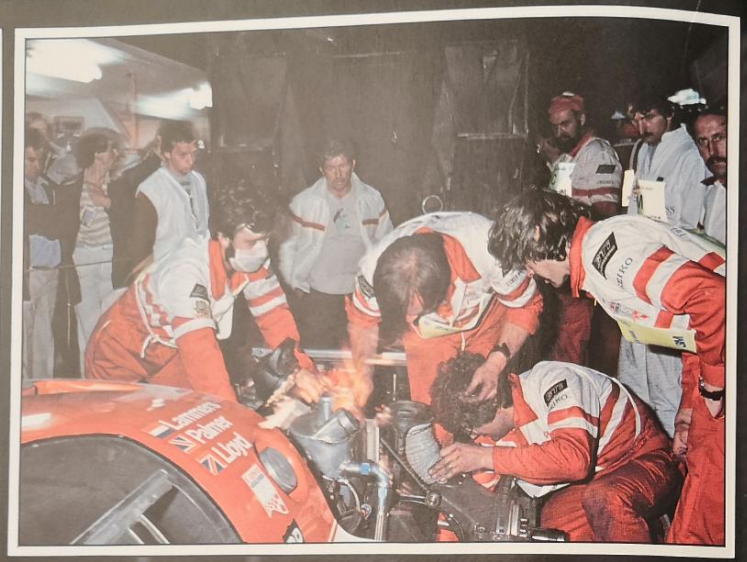
CANON RACING

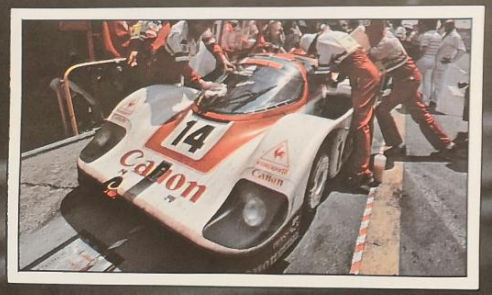
14. Jan Lammers (NL) - Jonathan Palmer (GB) - Richard Lloyd (GB)/ **Porsche 956**

The Silverstone-based Canon team's Porsche 956 was in similar specification to the works cars apart from mechanical rather than electronic fuel injection, but it used Dunlop tyres like the works cars and weighed in at 840 kilos. The driving team was as expected, with the car's owner, Richard Lloyd, included in the team along with Jan Lammers (suffering from chickenpox) and Jonathan Palmer who had made his Porsche debut at the Nurburgring.

Practice
14: 3'27"48/6th

Race
14: 8th





OBERMAIER RACING

18. Axel Plankenhorn (D) - Desiré Wilson (ZA) - Jurgen Lässig (D)/**Porsche 956**

The Boss-sponsored 956 entered by Obermeier Racing and owned by Jurgen Lässig was in similar specification to the works cars apart from the injection system which was mechanical on most of the customer cars and electronic on the works cars. And like the works, Lässig's car was fitted with Dunlop tyres, weighing in total 838 kilos. Joining regular drivers Axel Plankenhorn and Lässig was Desiré Wilson who brought Kreepy Krauly sponsorship with her. Apart from her interest in CART Racing and Formula One, Desiré has driven John Fitzpatrick's Porsche 935, Gianpiero Moretti's 935 in IMSA, and a Ford C100 at Brands Hatch last year.

Practice
18: 3'31"12/13th

Race 18: 7th

PORSCHE KREMER RACING

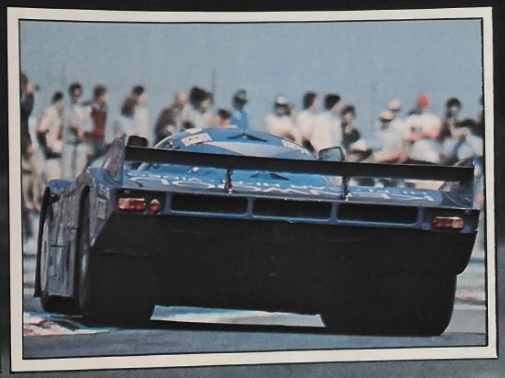
...r. Mario Andretti (USA) - ...Michael Andretti (USA) - ...hilippe Alliot (F) / **Porsche 956**
...r. Derek Warwick (GB) - ...rank Jelinski (D) - Patrick ...aillard (F)/ **Porsche Kremer CK5**

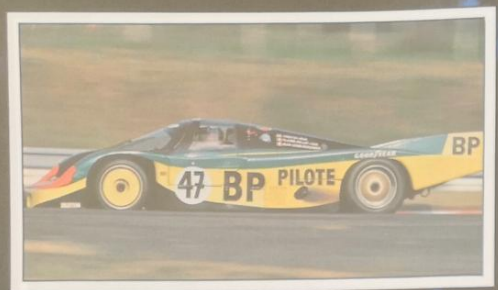
...rwin and Manfred Kremer ...om Cologne had decided to ...lay it safe by entering two dif...erent cars at Le Mans: their ...wn latest CK5 and a 956. The ...atter was the car formerly dri...en in *GPI* colours at Silvers...one by Schuppan and Jones ...nd this car was in the same ...pecification as the works ...ars, even having electronic ...njection although of a diffe...ent type. On Goodyear tyres, ...he car weighed 840 kilos.

Making its debut in *Grand Prix International* colours was the brothers' latest CK5, based around a spaceframe 936 chassis and fitted with a body that was similar to last year's car. However, all in all, there were 51 differences between last year's and this year's CK5. But the Kremers had more confidence in their own cat than the 956, which is why they were using a larger Porsche engine: a flat six 3.0 litre unit fed by two KKK turbos which gave a corrected capacity of 4189cc. Like the 956, it was fitted with electronic injection and the power was transmitted through a CanAm-type four speed gearbox in order to decrease the number of gear changes and improve reliability. Again, the CK5 used Goodyear tyres, and was fairly light at 827 kilos. Its dimensions were 460 cms in length, 199 cms in width, it had a wheelbase of 266 cms and its front/rear tracks were 158.5/148 cms.

Practice
21: 3'28"89/9th
22: 3'35"62/15th

Race
21: 3rd
22: retired 7th hour, engine and exhaust





T-BIRD SWAP SHOP/ PRESTON HENN

47. Preston Henn (USA) - Claude Ballot-Lena (USA) - Jean-Louis Schlesser (F)/
Porsche 956

The Daytona 24 hours winning team entered the 956 which they ran at Silverstone. It was in the same specification as the works cars apart from the mechanical injection system found on most customer cars. Like those of John Fitzpatrick Racing, the Henn Porsche ran on Goodyears and weighed 844 kilos. It didn't have a good practice, however. A tyre burst on the Mulsanne straight on Wednesday which wrecked the rear bodywork and on Thursday, Henn gave himself some more boost in order to set a time and the engine broke.

Practice
47: 3'40"31/24th

Race
47: 10th

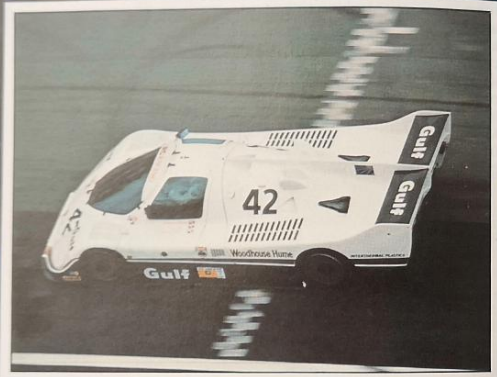
RC RACING

42. Richard Cleare (GB) - Tony Dron (GB) - Richard Jones (GB)/
Porsche Kremer CK5

Richard Cleare bought the 1982 CK5 during the off-season, this being the first of the two CK5s constructed so far. It made its debut at Le Mans last year in the hands of Ted Field, Danny Ongais and Bill Whittington. It is based on a spaceframe 936 chassis and is fitted with a flat six, three litre engine fed by two KKK turbos giving it a corrected capacity of 4199cc. It has mechanical injection and like the latest CK5, has a four speed gearbox. It was running on Dunlop tyres. However, it is heavier than the latest CK5, weighing in at 879 kilos. It is 470 cms long, 194 cms wide, has a wheelbase of 264 cms and front/rear tracks of 155 cms and 150 cms.

Practice
42: 3'42"98/25th

Race
42: retired 1st hour, turbo



MARTINI RACING

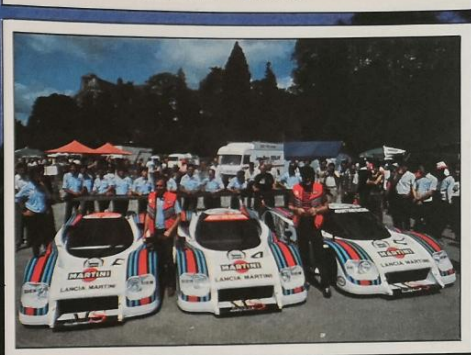
4 Michele Alboreto (I) - Teo Fabi (I) - Alessandro Nannini (I)/**Lancia LC 2**
5 Piercarlo Ghinzani (I) - Hans Heyer (D)/**Lancia LC 2**
6 Alessandro Nannini (I) - Paulo Barilla (I) - Jean-Claude Andruet (F)/**Lancia LC 2**

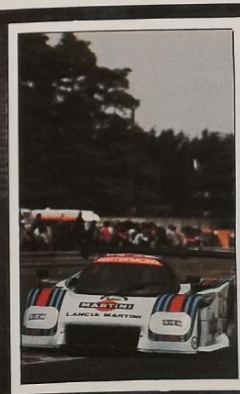
As we explained in our last issue, the Lancias are remaining pretty much in the same specification until after Le Mans, although there was a new and very sophisticated electronic injection system fitted to the cars at Le Mans. However, it won't be until Spa that any great novelties are introduced. The LC 2s are fitted with Ferrari-designed 2.6 litres engines and twin KKK turbos which give a corrected capacity of 3 631cc. They have a Hewland five speed box, and again, the cars were fitted with Dunlop tyres although testing on Pirellis was due to start after Le Mans.

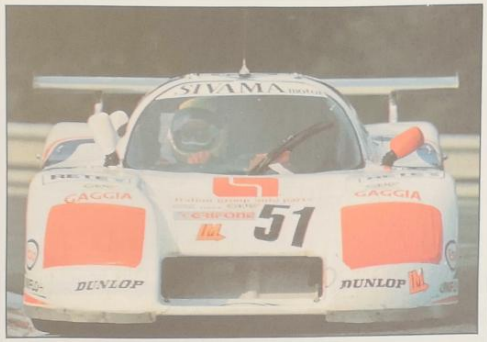
The weight of the three cars was as follows: 853(4), 854(4) and 870(6) kilos respectively, the greater weight of the latter car being partially provided by an on-board camera system which showed live pictures from inside the cockpit during the race. The Lancias are 480 cms long, and relatively narrow at 180 cms. Typically, Lancia brought excellent drivers: Michele Alboreto, recent winner of the Detroit GP, Teo Fabi, recent pole-sitter in both Indianapolis and Milwaukee CART races, Piercarlo Ghinzani, Osella F1 driver, and Jean-Claude Andruet, the French rally star.

Practice
4: 3'20"79/2nd
5: 3'21"31/4th
6: 3'32"92/14th

Race
4: retired 2nd hour, gearbox
5: retired 10th hour, fuel pressure
6: retired 13th hour, turbo pressure







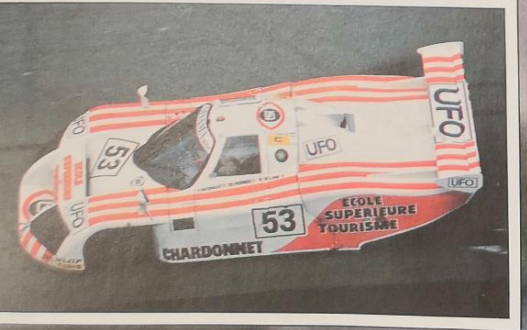
LANCIA LC 1

51. Oscar Larrauri (RA) - Massimo Sigala (I) - Max Cohen-Olivar (F)/
Lancia LC 1 (Sivama Racing)
53. François Hesnault (F) - Thierry Perrier (F) - Bernard Salam (F)/
Lancia LC 1 (A.S. Ecole Supérieure de Tourisme)

Three Lancia LC1s were originally entered, but only two arrived in the end, both of them the regular cars run by Silvama but one of them taken over by a French trio including French F3 star François Hesnault. These cars were originally the Martini-sponsored Lancia Group Six cars run last year and fitted with a four cylinder 1522cc engine, fitted with a single KKK turbocharger giving a corrected capacity of 2131cc. The gearbox is a five speed Hewland, and like the works Lancias, the Silvama team had gone over to Dunlop tyres.
They weighed 813(51) and 800(53) kilos respectively which is obviously very light for a Group C car, despite their minimal engine capacity. They are also short at 445 cms, 198 cms wide with a 253 cms wheelbase, and front/rear tracks of 181/177 cms. It is their weight that is to their advantage, for the power from the engine was estimated at 450 bhp as opposed to 600 to 650 bhp from the Porsches and works Lancias. Amongst the drivers, including Hesnault, was the current European Formula Three champion Oscar Larrauri.

Practice
51: 3'47"58/32nd
53: 4'02"24/42nd

Race
51: not classified, 217 laps
53: not classified, 232 laps



SECATEVA/WM

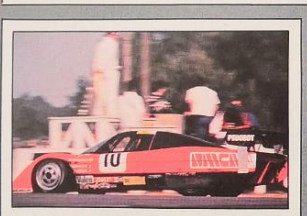
9. Jean-Daniel Raulet (F) - Michel Pignard (F) - Didier Theys (B)/**WM P/83**
10. Roger Dorchy (F) - Alain Couderc (F) - Pascal Fabre (F)/ **WM P/83**

Although Peugeot are no longer in a position to give them more than engines, the little WM team, formed by Gerard Welter (W) and Michel Meunier (M) was again at Le Mans with their little aluminium monocoques fitted with the 2850cc Peugeot ZNS4 V6 fed by twin KKK turbos, giving around 540 bhp at 1.3 boost and a corrected capacity of 4275cc. This was driven through a five speed ZF gearbox to Michelin tyres. The cars themselves are very small for Group C: 414 cms in length, 178 cms wide, a wheelbase of 230 cms and front/rear tracks of 147/136 cms. Last year's cars had been considerably modified for this year's race: there was a new chassis modification for better brake cooling, and larger radiators were fitted.

Downforce had been improved by a new wing system (but rear wings broke in both practice and race) and NACA ducts fed fresh air to the cockpit. Finally, weight had been taken off the cars to the extent that they now weighed 841(9) and 840(10). The driving team included a number of regulars, but was reinforced by the presence of two Formula Three drivers, Pascal Fabre and Didier Theys.

Practice
9: 3'36"37/18th
10. 3'36"55/19th

Race
9: retired 7th hour, overheating
10: 16th



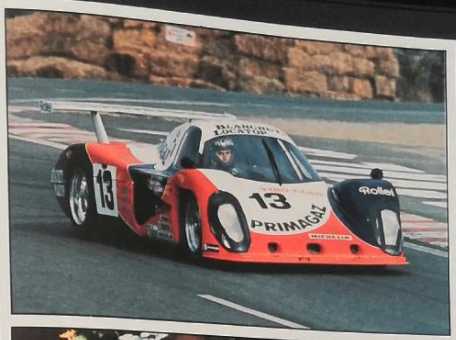
FORD COUGAR C-01B

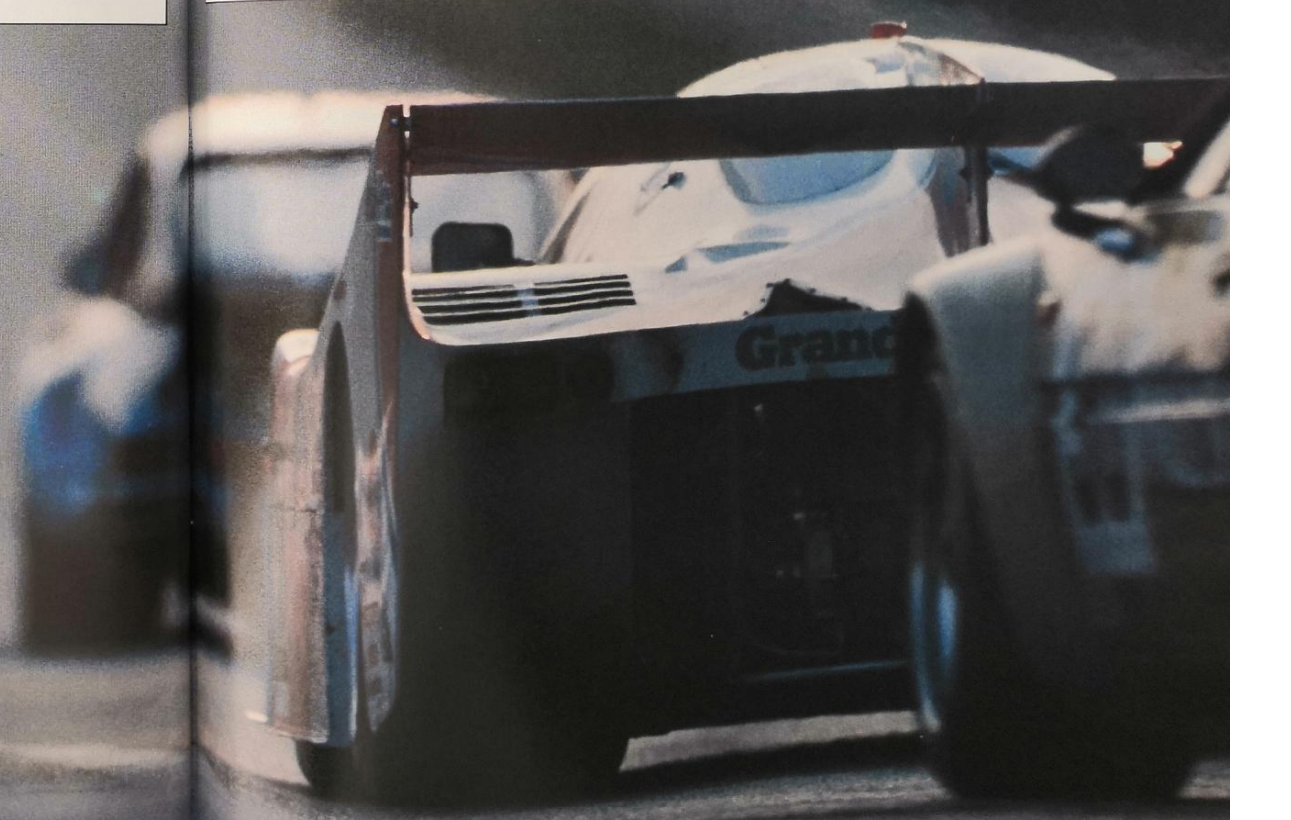
...k Yves Courage (F) - ...ichel Dubois (F) - Alain ...Cadenet (GB)/
Ford-Cougar C-01B (Primagaz)

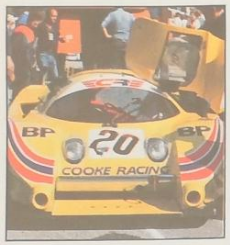
...ves Courage, who comes ...m Savigné L'Evèque near Le ...ans, had hoped to run a new ...-02 chassis at Le Mans this ...ar, but it wasn't ready so he ...ightly modified the C-01 ...hich appeared last year. This ...luminium monocoque machi-...e was fitted with a 3.3 litre ...osworth giving around 500 ...hp, driven through a Hewland ...ve speed box to Dunlop tyres. ...he Cougar, whose aerodyna-...mics were drawn by Marcel ...ubert, one of the mainstays ...f Renault-Alpine, weighed in ...t a light 808 kilos.

Practice
...3: 3'46"04/31st

Race
...3: retired 8th hour, engine







COOKE RACING

20. Ralph Cooke (USA) - Jim Adams (USA) - François Servanin (F)/ **Ford- Lola T610**

Ralph Cooke had hoped to run his IMSA Lola-Chevrolet T600 at Le Mans this year, but it would have required too many modifications to bring it up to Group C specification, so instead, he wheeled out the T610 which he used last year. This honeycomb monocoque was fitted with a 3.9 litre Cosworth giving around 540 bhp which was driven through a Hewland five speed box to Goodyear tyres. Although the car was aerodynamically efficient, with long tail, enclosed wheels and a clean front end rather than the big front wing sometimes seen last year, it weighed rather a lot : 921 kilos.

Practice
20: 3'43"05/28th
Race
20: retired 13th hour, engine

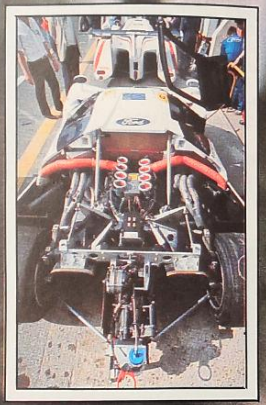
FORD CONCES-SIONAIRES FRANCE/ JEAN RONDEAU

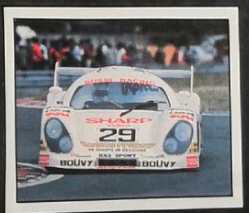
24. Henri Pescarolo (F) - Thierry Boutsen (B)/ **Ford-Rondeau M482**
25. Jean-Pierre Jaussaud (F) - Philippe Streiff (F) - Michel Ferte (F)/ **Ford-Rondeau M 482**
26. Jean Rondeau (F) - Alain Ferté (F) - Michel Ferté (F)/**Ford-Rondeau M 482**

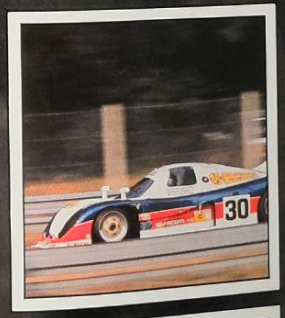
The ground effect Rondeau M 482 first appered in the spring of last year, but had only done practice at Silverstone and had never been raced. This is Jean Rondeau's ground effect car and has a startling rear end, the under car bodywork curving around the gearbox and two side pods. Since its first appearance, the car has been extensively modified and much work has gone into it. Incidently, it is also based on a monocoque unlike Rondeau's previous cars. Three cars were entered for Le Mans, and it was hoped that at least one would be powered by Cosworth's turbo-charged DFL, but that wasn't possible, so all three were fitted with 3.9 litre DFL Cosworth engines giving 540 bhp. This was driven through a Hewland five speed box and the cars ran on Michelin tyres. The cars are 467 cms long, 196 cms wide with a wheelbase of 260 cms, and front/rear tracks of 141/155 cms. They weighed 819(24), 829(25) and 839(26) kilos and were run out of Jean Rondeau's new factory on a trading estate just near Tertre Rouge corner. Rondeau had hired some excellent drivers for his team: Henri Pescarolo, three times winner in 1972, 1973 and 1974; Formula One driver Thierry Boutsen; two time winner Jean-Pierre Jaussaud (1978 and 1980) teamed with Formula Two driver Philippe Streiff; while Rondeau himself (winner in 1980) had teamed with F2 Maurer driver Alain Ferté and his younger brother Michel, recent winner of the Monaco F3 race.

Practice
24: 3'36"06/17th
25: 3'38"63/21st
26: 3'37"57/20th

Race
24: retired 13th hour, engine
25: retired 2nd hour, engine
26: retired 7th hour, engine







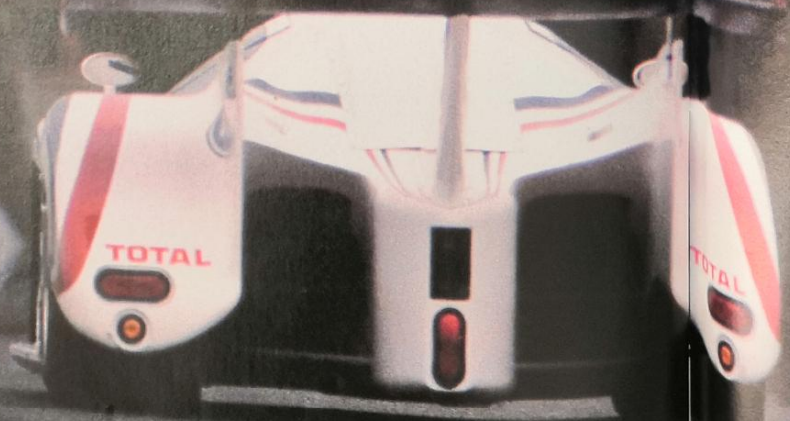
FORD-RONDEAU M379 et M382

28. Vic Elford (GB) - Joel Gouhier (F) - Annie-Charlotte Verney (F)/ **Ford-Rondeau M 379 (Jean Rondeau)**
29. Pascal Witmeur (B) - Jean-Paul Libert (B) - Daniel Herregods (B)/ **Ford - Rondeau M382 (Christian Bussi)**
30. Pierre Yver (F) - Lucien Guitteny (F) - Bernard de Dryver (B)/ **Ford-Rondeau M382 (Primagaz)**
72. Dany Snobeck (F) - Alain Cudini (G) - Xavier Lapeyre (F)/ **Ford-Rondeau M382 (Jean Rondeau)**

Three of last year's M382s and an old 1979 GTP M379 converted to Group C specification were entered either by Jean Rondeau himself (28 and 72) or by Christian Bussi (29) and Primagaz (30). All four chassis were tubular and all had five speed Hewland gearboxes, but their engines and tyres were different. The older car, for instance, was fitted with a three litre DFV plus Avon tyres, while 29 and 30 had Dunlop tyres and 3.3 litre Cosworths, and finally 72 had the same size engine but Michelin tyres. The M379 measured 442 cms in length, 199 cms wide and had a 246 cms length wheelbase with front/rear tracks of 142/155 cms. The M382s were 478.5 cms long, 199 cms wide and had wheelbases of 273.5 cms with tracks of 143 (front) and 155 (rear) cms. They weighed 802 (28), 878 (29), 841 (30) and 849 (72) kilos.

Practice
28: 3'49"90/33rd
29: 3'53"19/37th
30: 3'43"94/29th
72: 3'40"23/23rd

Race
28: retired 10th hour, valve.
29:19th
30:not classified, not officially retired.
72: retired 2nd hour, engine



BRUN MOTORSPORT GmbH

36. Jacques Villeneuve (CDN) - Ludwig Heimrath Jnr (CDN) - David Deacon (CDN) / **Ford-Sehcar**
37. Hans Stuck (D) - Harald Grohs (D) - Walter Brun (CH) / **Porsche-Sehcar**

Three Sehcars, each fitted with a different engine, were originally entered for the race, but the one with the BMW turbo engine was crashed heavily by team owner/driver Brun at Nurburgring and wasn't at Le Mans. Sehcar is the name of the cars produced by Seger and Hoffmann, but in fact Brun had renamed one of last year's C 6 Sauber's as a Sehcar, and this was the version with the 3.9 litre DFL engine which Brun himself drove in various long distance events last year, when it was run by GS Tuning, a company he subsequently rescued when it had financial troubles. The Porsche-engined car was entirely new. It had a Porsche flat 6 cylinder engine of 2.6 litres fed by two KKK turbo which gave a corrected capacity reading of 3 708 cc. The car had been designed by Seger and Hoffmann in Switzerland, but it had been built by John Thompson in England. Both cars used Dunlop tyres, but had different transmissions. The Ford car had a five speed Hewland box, and the Porsche-engined car used a five speed Porsche box. The former car weighed in at 858 kilos and it was 480 cms long, 199 cms wide with a wheelbase of 275 cms and front/rear tracks of 175/179 cms. The Porsche engined car weighed in at 906 kilos and it was 480 cms long, 200 cms wide, with a wheelbase of 270 cms and front/rear tracks of 166/154 cms. It had never turned a wheel before Wednesday. N° 35 was painted in the colours of Canadian Tire and driven by three Canadians, while the second car was due to be driven by Hans Stuck while Brun was due to be third driver. The Porsche 956-engined car was reckoned to give between 600 and 650bhp and it was quicker than the Ford-Sehcar during practice, the latter limited to 540bhp. But the Porsche car, still being prepared in the paddock throughout practice, was ultimately withdrawn because it obviously wasn't ready.

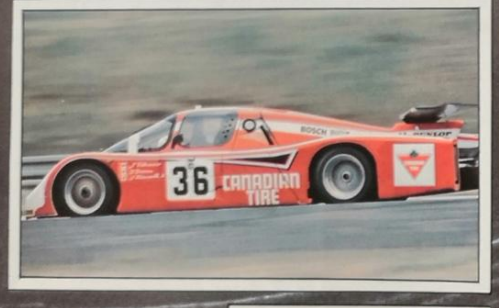
Practice
36: 4'00"94/41st
37: 3'51"77/35th
Race
36: retired 7th hour, overheating
37: withdrawn, insufficiently prepared

DOME COMPANY

38. Eliseo Salazar (RCH) - Chris Craft (GB) - Nick Mason (GB)/**Ford-Dome RC 82**

Now owned by Pink Floyd drummer Nick Mason, the Dome RC 82 was once again at Le Mans and had been modified with the help and collaboration of the Japanese factory based at Kyoto. Its 3.3 litre Cosworth engine was attached to an aluminium monocoque and drove through a five speed Hewland gearbox to Dunlop tyres. The car was 475 cms long, narrow at 185 cms wide and had a wheelbase of 262 cms and identical front and rear tracks at 138 cms, all designed to give the car optimum straight line speed on the straight. The car had been prepared by John MacDonald's RAM Racing who had entered number one driver Eliseo Salazar in F1 Marches up to the Belgian Grand Prix but who now has problems paying for his drive. The car weighed 936 kilos.

Practice
38: 3'44"31/30th
Race
38: retired 7th hour, clutch

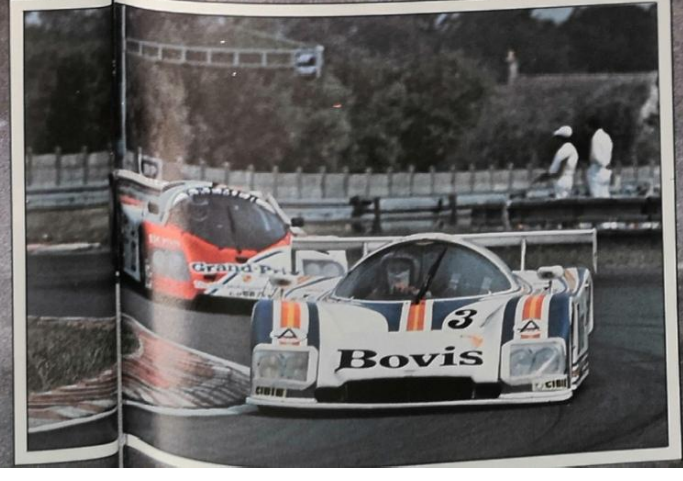


VISCOUNT DOWNE ASTON MARTIN

39. Ray Mallock (GB) - Mike Salmon (GB) - Steve Earle (USA) / **Aston Martin-Nimrod C 2B.**

The revised Aston Martin-Nimrod made its debut earlier this year at Silverstone, having had new bodywork fitted as a result of Ray Mallock's studies in a wind tunnel. It retains an aluminium monocoque onto which is bolted the V 8, 5 340 cc engine which develops 580bhp. This drives through a five speed Hewland gearbox. The car is 480 cms long and 200 cms wide, while front and rear tracks are identical at 15 inches. The car weighs 987 kilos. This team is totally independent of Robin Hamilton's works Nimrod team which tried unsuccessfullly to find money in the States earlier this year. Viscount Downe's Bovis-sponsored Nimrod was prepared by Richard Williams.

Practice
39: 3'35"78/16th
Race
39: retired 18th hour, engine



Cockpits

EMKA PRODUCTIONS/ ASTON MARTIN

41: Tiff Needell (GB) - Steve O'Rourke (GB) - Nick Faure (GB) / **Aston Martin-EMKA**
The EMKA made its debut at Silverstone and has an aluminium chassis and bodywork designed to give ground effect. It was designed by Len Bailey at the request of Steve O'Rourke, a manager of the Pink Floyd who asked Michael Cane Racing in Surrey to build it. It is powered by a 5.3 litre Aston Martin engine, specially prepared by the Tickford division of the company developing nearly 600bhp. The power is driven through a Hewland gearbox to Dunlop tyres. The car is 465 cms long, 196 cms wide and has a wheelbase of 101 inches. The front/rear tracks are 156/146 cms and the car weighs 900 kilos. As well as O'Rourke and Faure, the number one driver was Needell who has also driven the Nimrod.

Practice
41: 3'42"23/26th
Race
41: 17th

PEER RACING

43. David Kennedy (IRL) - Martin Birrane (IRL) - François Migault (F) / **Ford C 100**

A refugee from the recent Ford cutback, Martin Birrane bought this C 100 from Zakspeed. It was entered by Peer Racing and run by Dave Simms, a former manager of March in Grand Prix racing. It was fitted with a 3.3 litre Cosworth developing around 500bhp, a five speed Hewland gearbox and Dunlop tyres. It weighed in at 904 kilos and is 480 cms long and 200 cms wide. The other dimensions weren't divulged at scrutineering. As well as the car's owner, it was driven by David Kennedy, one time Shadow Formula One driver, and François Migault who has always retained close contacts with Ford, and who got himself into the team at the last minute.

Practice
43: 3'54"98/38th

Race
43: retired 2nd hour, fuel pressure

SAUBER RACING SWITZERLAND

46 Tony Garcia (USA) - Alberto Naon (USA) - Diego Montoya (USA) / **BMW-Sauber C 7**

Peter Sauber was the man who lost out last year when Walter Brun decided to buy GS Tuning, and subsequently teamed up with Sauber's former aerodynamicists, Seger and Hoffmann to build the Sehcars. So Sauber decided to build his own, modest Group C car, the Sauber C 7 at his base at Hinwil. The monocoque chassis was fitted with a 3.5 litre, straight six BMW M1 engine developing 475bhp, the power going through a Hewland five speed box to Dunlop tyres. The car is 479 cms long, 199 cms wide and with front/rear tracks of 161/155 cms. The car weighs 833 kilos. Its driving team comprised three South and Central Americans living in Florida who brought support from the Banco de Trabajadores.

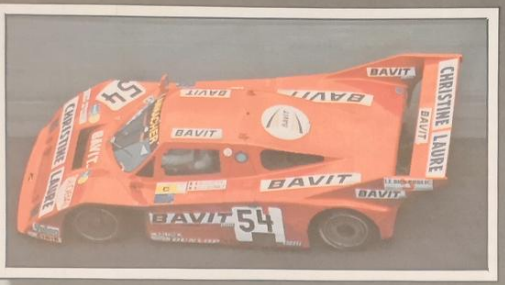
Practice
46: 3'50"00/34th
Race
46: 9th

GRID MOTOR RACING

49. Fred Stiff (USA) - Dudley Wood (GB) - Ray Ratcliff (USA) / **Ford-Grid S 1**

Two Grids were entered, but the latest S 2, which should be fitted with either a Porsche or Aston Martin engine, failed to turn up, as did the team's star driver, this year's Indy winner, Tom Sneva. Ian Dawson's S1 has done a number of IMSA races in the States this year, and is fitted with a 3.9 DFL Cosworth developing around 540 kilos driving through a Hewland five speed gearbox. However, the car is unique in that it is fitted with Firestone tyres, marking that company's return to Europe where they were so dominant for so many years. The car, which has an aluminium monocoque, is 480 cms long, 174 cms wide, with a 274 cms wheelbase. Both tracks are identical at 146 cms. The car weighs 907 kilos.

Practice
49: 3'57"83/40th
Race
49: retired 6th hour, engine



VALENTIN BERTAPELLE/ BMW-URD

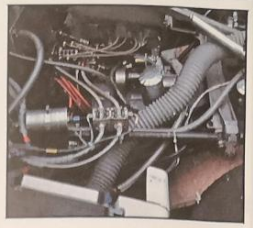
54. Bruno Sotty (F) - Gérard Cuynet (F) / **BMW-URD C 81**
This car had been bought by a French competitor but is one of Ernst Ungar's turbular chassised C 81s with angular, ground effect bodywork. It is fitted with a 3.5 litre, six in line BMW M1 engine giving around 475bhp. This is driven through a five speed Hewland gear box to Dunlop tyres. The URD is fairly light at 821 kilos.

Practice
54: 3'52"44/36th
Race
54: 14th

MAZDASPEED

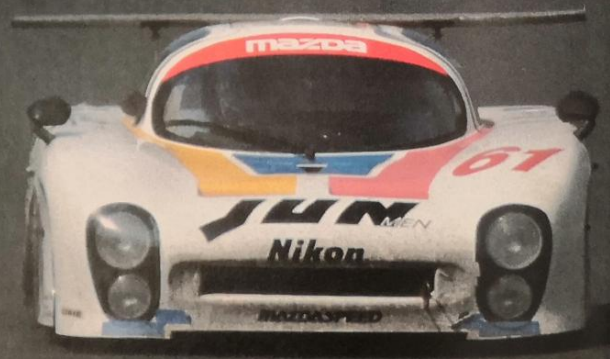
60. Yoshimi Katayama (J) - Yojiro Terada (J) - Takashi Yorino (J) / **Mazda 717 C**
61. Jeff Allam (GB) - Stve Soper (GB) - James Weaver (GB) / **Mazda 717 C**

Mazdaspeed entered two of their Junior Group C 717 Cs for Le Mans having run one car at Silverstone. These cars have 55 litre fuel tanks instead of the 100 litres of ordinary Group C cars. The cars are made up of an aluminium monocoque which is fitted with a Mazda 138 birotor Wankel engine which has a real capacity of 1 308 cc and a fictitious capacity of 2 616 cc. The engines develop 310bhp and drive through Hewland five speed gearboxes to Dunlop tyres. These little cars whose engine was deafeningly loud, are 409 cms long, 199 cms wide and have a wheel base of 245 cms with front/rear tracks



measuring 148 cms/145 cms. They weighed 780 (60) and 789 (61) kilos respectively. Takayoshi Oashi was the team manager from Mazdaspeed, while Alan Docking had been looking after the European end of things. One car was driven by a Japanese crew, and the other by an all-British crew.

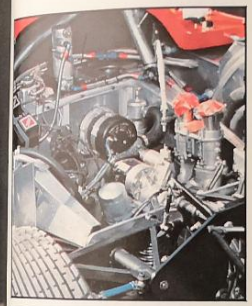
Practice
60: 4'06"13/44th
61: 4'05"92/43rd
Race
60: 12th
61: 18th



MANNS RACING / MAZDA-HARRIER

62. David Palmer (GB) - Pierre Honegger (CH) - Roy Baker (GB) / **Mazda-Harrier RX 83 C**
The Harrier chassised, Mazda-powered Group C Junior car was built up by Lester Ray and run by Les Blackburn. It uses exactly the same engine as the Mazdaspeed 717 Cs installed in a monocoque chassis which had been modified by Jon Fisher, formerly of Hesketh's. The power was transmitted through a Hewland five speed box to Avon tyres, and the car weighed 706 kilos.

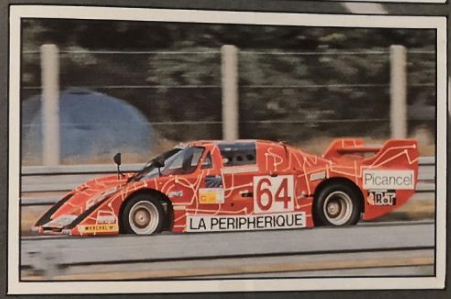
Practice
62: 4'33"30/did not qualify



HUBERT STRIEBIG / STHEMO

64. Hubert Striebig (F) - Jacques Heuclin (F) - Noel del Bello (CH) / **BMW-Sthemo**
Hubert Striebig had extensively remodelled his Toj two litre sports car into a Group C Junior. Now called a Sthemo, it uses a four cylinder BMW M 12 bored out to 2 190cc driving through a Hewland five speed box to Dunlop tyres. It weighed in at 705 kilos.

Practice
64: 4'08"05/45th
Race
64: Retired 11th hour, engine



JOLLY CLUB/GIANNINI-ALBA

63. Carlo Facetti (I) - Martino Finotto (I) - Marco Vanoli (CH) / **Giannini-Alba**
The green Giannini-Alba appeared at Silverstone and comprises a carbon fibre monocoque designed by Giorgio Stirano using the four cylinder Giannini engine which was actually developed by CARMA. It has a four cylinder 1.8 litre engine which is turbocharged giving a corrected capacity of 2.6 litres which in turn gives 450bhp. This drives through a five speed Hewland box to Pirelli tyres. This Group C Junior car is 459 cms long, 191 cms wide and has a 260 cms wheelbase with front/rear tracks of 157/148 cms. It weighs 796 kilos and was constructed by CARMA, a company formed by Finotto and Facetti.

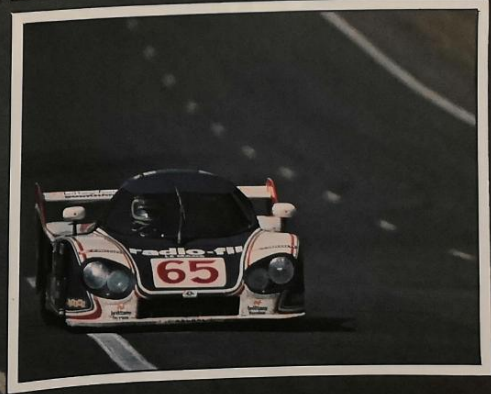
Practice
63: 3'42"78/27th
Race
63: retired 16th hour, road holding

ADA ENGINEERING

65. John Sheldon (GB) - François Duret (F) - Ian Harrower (GB) / **Ford - de Cadenet Lola**
This de Cadenet was originally based on a Lola two litre sports car but the Cosworth three litre DFV had been retained and ADA Engineering under Chris Crawford were trying to run it in Group C Junior. It ran on Michelin tyres and weighed 823 kilos.

Practice
65: 3'56"42/39th

Race
65: not classified, insufficient distance covered



GROUP B

Angelo Pallavicini
90. Angelo Pallavicini (CH) - Prince Leopold Von Bayern (D) - Jens Winter (DK) / **BMW M 1**

Edgar Doren
91. Alexandre Y von (F) - Jean-Marie Lemerle (F) - Michael Krankenberg / **Porsche 930**

Georg Memminger
92. Georg Memminger (D) - Heinz Kuhn-Weiss (D) - Fritz Muller (D) / **Porsche 930.**

Charles Ivey Engineering
93. John Cooper (GB) - Paul Smith (GB) - David Ovey (GB) / **Porsche 930**

Claude Haldi
94. Claude Haldi (CH) - Gunther Steckkoning (D) - Bernd Schiller (D) / **Porsche 930**

Equipe Almeras Frères
95. Jean-Marie Almeras (F) - Jacques Almeras (F) - Jacques Guillot (F) / **Porsche 930**

Michel Lateste
96. Raymond Touroul (F) - Michel Lateste (F) - Michel Bienvault (F) / **Porsche 930**

Raymond Boutinaud
97. Patrick Gonin (F) - Raymond Boutinaud (F) - Alain Le Page (F) / **Porsche 928s**

Eight cars were entered in Group B: one BMW M1 with its six cylinder 3.5 litre engine, six flat six engined turbocharged Porsche 930s and a single 4.7 litre Porsche 928s with V 8 engine, the only front engined car in the entre field. N° 91 weighed 1235 kilos and its engine capacity was 3 185 cc which when corrected gave 4190 cc. N° 92 weighed 1255 kilos with a similarly sized engine. N° 93 also weighed in at 1235 kilos but had the bigger 3.3 litre engine, giving a corrected capacity of 4618 cc with a four speed box and Dunlop tyres. N° 94 weighed 1258 kilos and also had a 3.3 litre engine, driving through a four speed box to Michelin tyres. N° 95 weighed 1255 kilos and again had the 3.3 litre engine and Michelin tyres. N° 96 weighed 1241 kilos but had the smaller 3185 cc engine and a corrected capacity of 4190 cc with a five speed box and Michelin tyres. The 928 S had a vivid paint job, weighed 1235 kilos and drove through a five speed box to Dunlop tyres.

Practice
90: 4'10"37/46th
91: 4'31"26/52nd
92: 4'16"07/49th
93: 4'18"26/40th
94: 4'14"20/48th
95: 4'13"19/47th
96: 4'23"80/51st
97: 4'35"94/54th

Race
90: retired 16th hour, gearbox
91: retired 1st hour, gearbox
92: 13th
93: 11th
94: retired 24th hour, piston
95: 15th
96: 20th
97: not classified, insuffucient distance covered

Note: in this section, all cars and drivers are mentioned who actually took part in the official practice sessions on Wednesday and Thursday. Apart from two cancelled entries mentioned, a number of others cars failed to turn up: Tiga should have brought their GC 83 fitted with a 5.0 Chevrolet engine, Cheetah's Cosworth-engined G 603 failed to arrive for Loris Kessel, Laurent Ferrier and Florian Vetsch, and NART's Ferrari Boxer, for whom no drivers had been announced.

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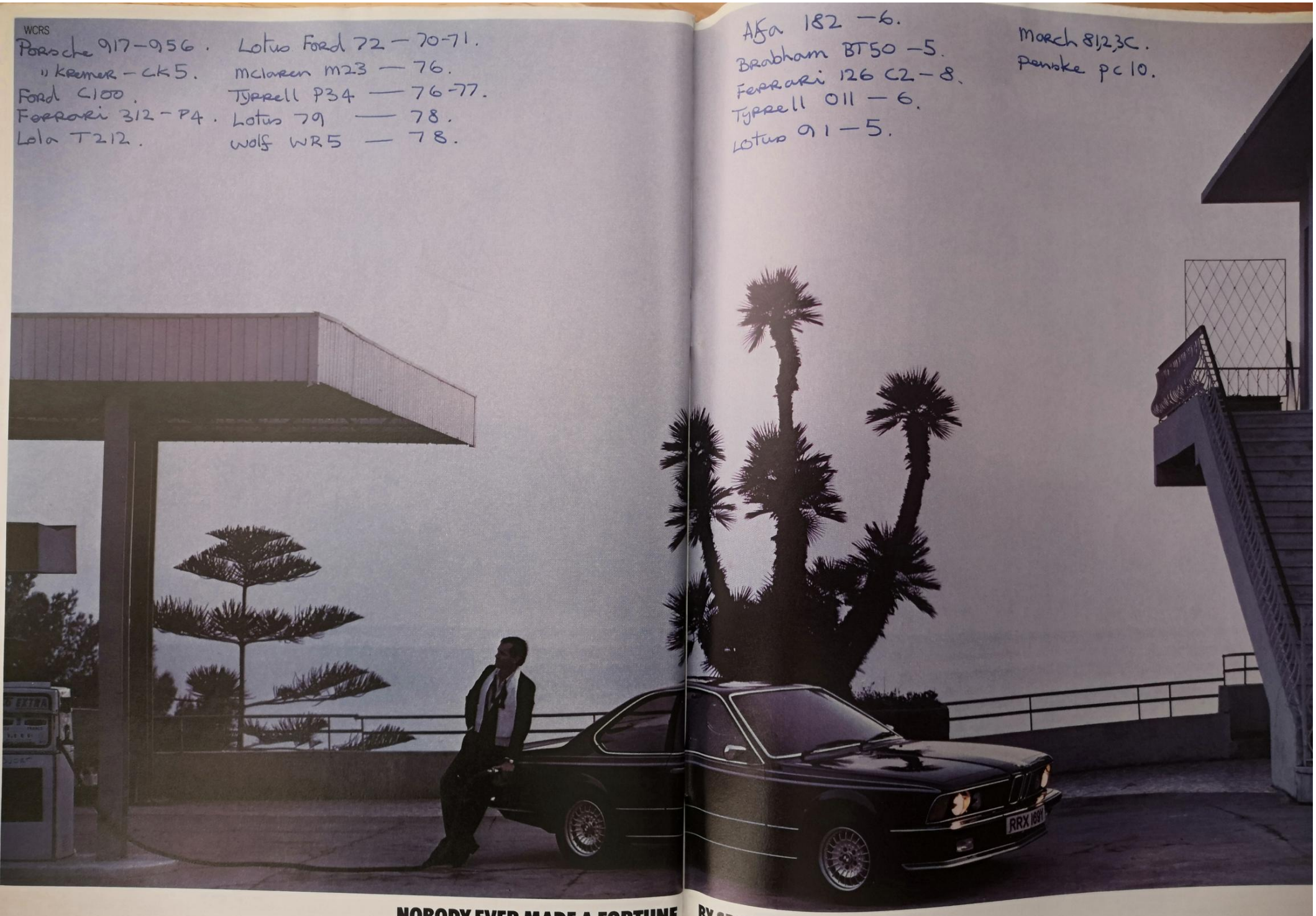
Porsche 917-956.
" Kremer - CK5.
Ford C100.
Ferrari 312 - P4.
Lola T212.
Lotus Ford 72 - 70-71.
Mclaren M23 - 76.
Tyrrell P34 - 76-77.
Lotus 79 - 78.
Wolf WR5 - 78.

Alfa 182 - 6.
Brabham BT50 - 5.
Ferrari 126 C2 - 8.
Tyrrell 011 - 6.
Lotus 91 - 5.
March 81,2,3C.
Penske PC10.



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